

The Wesleyan - Main Street Connections Project:



Improving Pedestrian Connections Between the Campus and Downtown



**OSU/CRP 990:
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Executive Summary

The neighborhood between the campus of Wesleyan University and Main Street Middletown, Connecticut has a grid street system and a variety of land uses including various institutions, one to four family houses, and various styles of multifamily residences, businesses and offices. As a result of meetings held between AWARE, a local neighborhood group, and Wesleyan University, an ad hoc committee was established in the spring of 2008 to identify improvements needed to make the streets which connect Wesleyan University and downtown Middletown more appealing for pedestrians. The committee invited city officials and other area stakeholders to walk along Church, William, College and Court Streets with them to identify specific features, problems and opportunities for improvements.

Additional suggestions for improvements were proposed by committee and other stakeholders in the area at a brainstorming workshop held in November. At the workshop, participants were also polled on their level of support for the 78 ideas generated at the workshop. From the suggestions made at the workshop, a number of issues could be identified to frame the

work needed in the area. Problems in the area relate to issues of circulation, image and aesthetics, land use and identity.

From the improvements suggested on the walks and at the workshop as well as from an analysis of existing conditions in the neighborhood and a literature review, a series of specific actions to address the issues is now proposed for the committee's consideration. Specific recommendations to make the area more attractive and vital include making improvements to the streetscapes with a strong emphasis on more planting street trees, adopting street furniture standards, improving parking lot landscaping, focusing on the redevelopment of key sites in the neighborhood, expanding allowed land uses, encouraging better property maintenance, improving signage, accommodating bicyclists, and sponsoring various community building events. A key proposal crucial to implementing change here is to establish the connections committee formally and increase its membership it include additional influential stakeholders in the area. The committee with its expanded membership can build on the relationships and collaborative spirit already apparent since its inception.

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Preface

This report is a description of a practicum undertaken as a requirement of CRP 990, the final class in a series of four graduate courses offered online by City and Regional Planning Department of The Ohio State University leading to a Certificate in Facilities Planning and Management. The objective of the practicum is to integrate into a project of the student's choice, the skills and knowledge learned in the certificate program's first three courses which covered planning administration, site and project analysis, and architectural programming.

The project I have undertaken for this practicum is to document and facilitate the efforts of an ad hoc committee newly organized to identify improvements to four streets leading between Wesleyan University and downtown Middletown, Connecticut. The committee, composed of city and university officials and local residents, has expressed its mission as making the streets safer and more appealing for pedestrians.

From my own perspective, this local effort offered an ideal opportunity to put my planning skills to use to meet a current

need. As I prepared for the practicum, I knew I wanted to undertake a project in an institutional setting or which involved the planning for community facilities or infrastructure. I learned of this opportunity through my husband, Paul C. DiSanto, an administrator in Wesleyan's University Relations Department. Paul inquired of his colleague, Joyce Topshe, Associate Vice President for Facilities at Wesleyan University, if there were any projects going on at Wesleyan in which I might play a role. Ms. Topshe graciously invited me to participate in the committee's work.

As mentioned, the committee is newly organized and has just begun its work. Many such coalitions of organizations and individuals can expect their efforts to span months or even years as they try to keep their momentum going amid the competition for their time and attention from their other ongoing responsibilities. In the few months I have available to complete this practicum, my hope is to provide the committee with a focus for their future efforts and a compilation of useful information they can consult.

Acknowledgements

I am grateful to all the participants of the long range planning task force of AWARE, a neighborhood group based in Middletown, CT for allowing me to participate in their efforts to improve connector streets between Wesleyan University and Main Street, Middletown. I owe special thanks to Joyce Topshe, Associate Vice President for Facilities at Wesleyan University who introduced me to the project and its participants and encouraged my involvement. I also wish to thank Melissa Shilke of the village district, Bill Warner, Director of Planning, Conservation and Development, Middletown, CT, and Tom Nigosanti, City Engineer, Middletown CT for their openness and support of my efforts.

I am also indebted and grateful to my husband, Paul, for his abundant support and patience.

Introduction

Middletown is a small older but growing city centrally located in Connecticut on the west side of the Connecticut River. It has an older revitalized downtown, an economically diverse population and a varied development pattern with urban, suburban and rural landscapes. It is home to Wesleyan University, a small liberal arts college, as well as a full service hospital and a number of state facilities. Middletown's downtown is located just west of state route 9 which runs along the river in the vicinity of downtown. Its wide four lane Main Street offers on-street parking on both sides and a varied mix of uses including retail, office and restaurant. Wesleyan University is located approximately one half mile to the west of downtown. Between Wesleyan and downtown is a mixed use neighborhood home to multi-story office and residential buildings, single and multi-family residences, various institutional uses and numerous small businesses.

Over the past several years, there have been periodic meetings between representatives of the long range planning committee of AWARE (the Association of Wesleyan Area Residents), a Middletown neighborhood group, and Wesleyan University. As a result of one such meeting in early 2008, it was agreed that three subcommittees would be established to study issues relating to the neighborhood surrounding Wesleyan University and identify ways to strengthen and improve the area. One subcommittee was charged with looking for ways to improve pedestrian connections between the university and downtown

Middletown; another with looking at transportation issues; and the third with looking at streetscape issues.

The pedestrian connections subcommittee was the first to organize. Those initially interested decided to begin their work by organizing a series of walks down each of the four connector streets leading from the center of the Wesleyan campus to downtown. The committee members invited the city planner and city engineer to join their walks. As the walks were planned, others were invited by committee members because of their stake in the neighborhood. The first walk was held in June, the second in July, the third in September and the fourth in October. Participants have included representatives from Wesleyan University's Physical Services Department; the local neighborhood association, AWARE; other local residents; representatives from the city planning and engineering departments and from the city housing authority. (Lists of those participating in the walks are included in the appendices.)

To assist the committee in their efforts, I led a structured brainstorming workshop in early November to generate suggestions for improvements to the neighborhood. Committee members invited additional area stakeholders to participate in the workshop to increase the scope of representation of varied interests. From the suggested improvements generated at this workshop, a list of issues and proposed goals was developed. Then, a proposed program for the connections committee's consideration was drawn up incorporating recommendations to address the needs expressed by area stakeholders along the walks and at the workshop and from my analysis of conditions in the neighborhood.

Current Conditions in the Connections Area

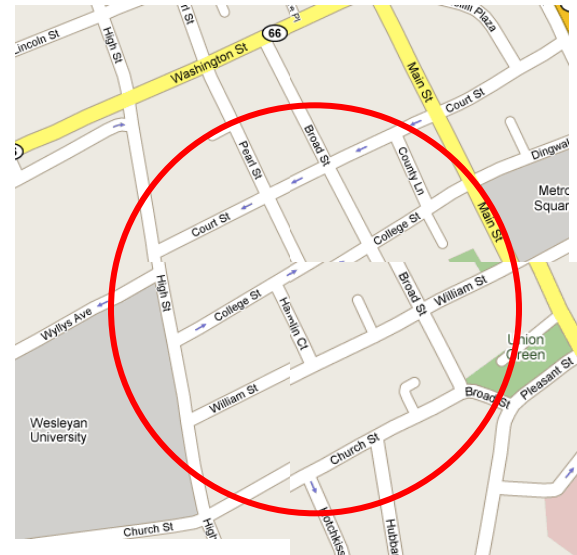
The current conditions in the neighborhood and the existing policies at play here provide a basis for moving forward. Examining the boundaries, physical features, land uses within and adjacent to the area, property ownership, plans of the city and university, and local regulations gives a perspective of the needs of the area, its constraints and the direction in which it is already heading.

Description of Study Area

The project area encompasses approximately 100 acres in central Middletown, Connecticut, a growing city of nearly 47,000 on the west bank of the Connecticut River.¹ The area is bounded by High Street and Wesleyan University to the west; Church Street to the south; Main Street and downtown Middletown to the east; and Court Street to the north. The project examines four parallel streets which run east-west between downtown and the university: Church, William, College and Court Streets. These streets provide direct vehicle and pedestrian access between the central area of the campus and the southern end of downtown Middletown. The connector

streets are shown on the map in Figure 1.

Church Street is a major collector street running from Broad Street west beyond the project area to its terminus at Pine and Cross Streets. North of Church Street is William Street, a residential through street running between Main and High Streets. North of William Street is College Street, a one way street with traffic running eastward. At the northern end of the



Source: <http://maps.google.com/>, October 22, 2008.

Figure 1: Project area and vicinity

¹From "Proposed Update for Middletown's Plan of Conservation and Development", Chapter 2- Population, <http://www.middletownplanning.com/POCD/POCDUpdateCh2.pdf>; as accessed on October 20, 2008.

project area is Court Street, a one way street with traffic running westward. Both College and Court Streets are classified as residential through streets and each also runs between High and Main Streets.²

The project area also includes several cross streets: Broad Street which is one block west of Main Street and runs from Church Street north to Washington Street; Hamlin Street which runs between William and College Streets, and Pearl Street which runs from College Street north to Washington Street.

Land uses

The project area is a well established and developed urban neighborhood with many historic buildings. The project area has a variety of land uses with institutional, residential and commercial as the dominant land uses as seen in figure 2. Most of the land uses on the west side of the area along and near to High Street are associated with the university and include offices, meeting spaces, classrooms and parking lots as well as Wesleyan's largely underground power plant and several privately held fraternity houses. Wesleyan's former physical plant facility is located in the center of the project area at the corner of College and Hamlin Streets. Other institutional uses in the area include several places of worship, a public library and large non profit day care center.

There are a number of large multifamily sites throughout the project area. These include dormitories, fraternities, a nursing home, public housing sites and privately owned apartment buildings and condominiums. Many of these multifamily sites have large parking lots fronting along the streets.

Commercial uses in the area range from small retail stores and restaurants to large high rise office towers. Significant commercial sites include the Midfield Corporation's office tower, parking garage and open lawn area along Broad Street; the University's book store; and the Forest City Dry Cleaners and Didato's/Page Warner automotive uses, both of which are sale. At the east end of the project area are a mix of commercial uses in the downtown area.

Interspersed throughout the area are a number of primarily wood frame 1 to 4 family houses. There are also two city owned parks in the east end of the area and two open lawn spaces: the Midfield Corporation's parcel at College and Broad Streets which is slated for future development and Wesleyan's underground power plant site.

² Road classifications were provided by Tom Nigosanti, City Engineer, Middletown, CT, October, 2008.

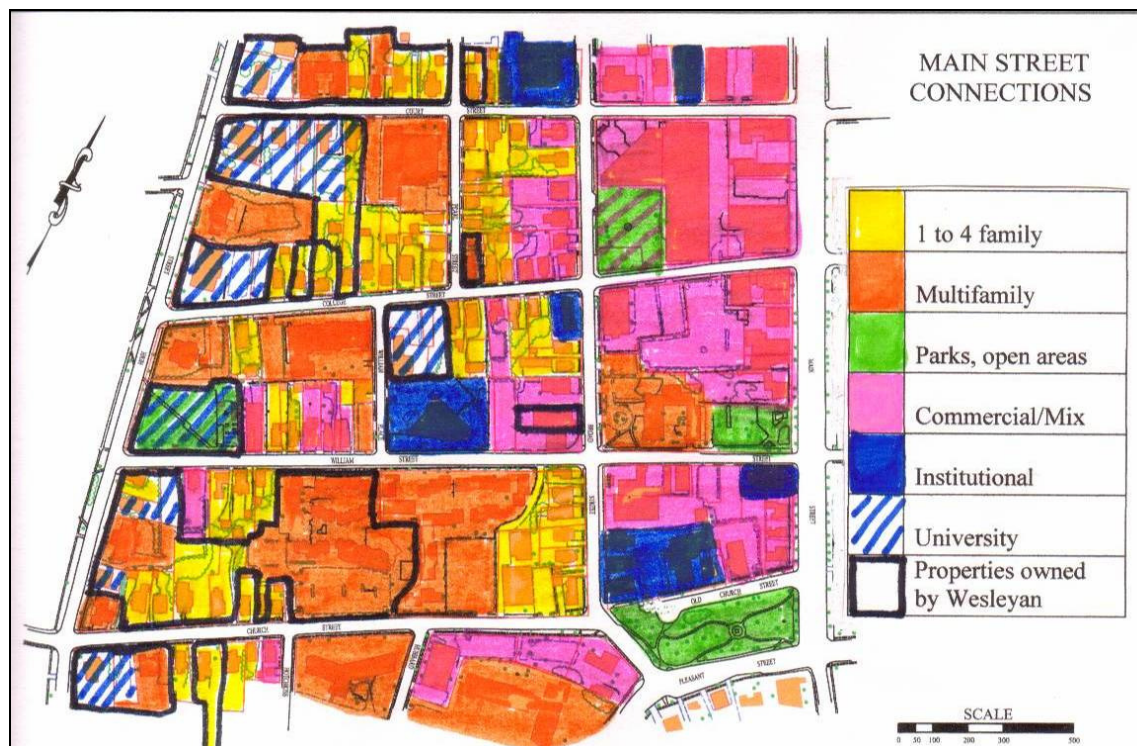


Figure 2: Current Land Uses in the Connections Neighborhood³

One to four family residences are interspersed among institutional, commercial and multifamily uses in the connections neighborhood. Multifamily uses include dormitories, fraternities, apartments, condominiums and nursing homes. Institutional uses include places of worship, day cares and libraries. Commercial uses include retail, restaurant, services, offices and mixed uses. University uses include classrooms, offices and physical and power plant facilities.

³ Base mapping was provided by Tom Nigosanti, City Engineer. Land uses and ownership were based on descriptions provided in The City of Middletown's Assessor's database, at <http://middletown.univers-clt.com/>, various dates, October and November, 2008.

Property ownership

Although Wesleyan University is the dominant land owner on the western end of the project area, the University has been decreasing its presence over recent years. The University has a policy to sell its wood frame residential properties in the neighborhoods surrounding campus to faculty, staff and local residents. Currently Wesleyan owns 124 houses it uses for student housing. To date, Wesleyan has sold 37 houses.⁴

Other significant property owners in the area include Middlefield Corporation which owns the office tower and currently undeveloped green on Broad Street between College and Court Streets as well as other commercial properties near and on Main Street; the City of Middletown which owns the Russell Library and Union Park and the City of Middletown Housing Authority which owns Sbano Towers senior housing and Traverse Square housing.⁵

Two privately owned sites with redevelopment potential are currently for sale: Forest City Dry Cleaners and the Didato's/Page Warner automotive site.⁶

⁴ Joyce Topshe, October 23, 2008.

⁵ The City of Middletown's Assessor's database, at <http://middletown.univers-clt.com/>, accessed various dates, October and November, 2008.

⁶ Bill Warner, June 26, 2008.

Wesleyan Campus Master Plan

Wesleyan University undertook a master planning process in the early 2000's. The plan not only addresses the physical facilities on campus but also the University's relationship with the Middletown community. The plan's theme is "Connectedness" and while it recommends improved means of getting around the campus it also calls for enhanced links between the university and the city. Specifically the plan calls for strengthening the physical connections between the campus and downtown; strengthening the working relationships with the city and building a shared sense of community; and moving more student housing and parking onto campus to minimize impacts on the surrounding neighborhoods.⁷ During the planning process, the university and its consultant highlighted:

- the need for streetscape and street tree improvements on connector streets
- rerouting the main entry to campus along one connector street
- considerations for new designs for student housing at the High and Low Rise housing site
- consolidating student housing closer to campus, out of the connector street area and into Vine Street area and to just west of main campus⁸

⁷ "Building the Future Now: Wesleyan University Campus Master Plan 2003, DVD.

⁸ Ayers Saint Gross, <http://www.wesleyan.edu/masterplan/mpprocess.htm>, accessed various dates, October and November, 2008.

City of Middletown Plan of Conservation and Development

The City of Middletown is currently updating its Plan of Conservation and Development. The proposed updates provide some guidance and insight for this project. Among the plan update's key principles are the following which have applicability to the work of the connections committee:

Encourage Infill Development. New development should be channeled to infill sites that are currently served by public water and sewer. This principle reflects 'smart growth' policies that are designed to increase the effectiveness and efficiency of road and infrastructure systems.

Emphasize Downtown as the Community Focal Point. The City should continue its efforts to create a lively, mixed use downtown that should focus on strengthening its cultural and entertainment facilities and programs.

Increase Access and Use of Riverfront. Expanded public recreation and open space areas should be established along the Connecticut River waterfront. Additional pedestrian and vehicular links are also needed to connect the City to the river.

Improve Design Quality of Development. Over the past two decades, the City has recognized the value of its historic buildings in downtown and has increased its efforts to improve the visual quality of the downtown area as a whole. This

interest should be extended to other urban areas of the City, including the commercial strip areas that are located on the key approach roads leading to downtown.

Encourage Alternate Means of Transportation. The City should continue its efforts to create interconnected pedestrian/bike paths and a more user-friendly and efficient transit system. In the long term, the city should promote commuter rail and water transport.⁹

Specific recommendations related to alternative means of transportation include:

- *Establish by ordinance a permanent committee on biking in Middletown.*
- *Expand the city's sidewalk network in suburban areas to connect neighborhoods, schools, shopping areas and parks.*
- *Make the downtown more pedestrian- and bicycle-friendly, with enhanced bike racks, crosswalks, bump outs and clear directional signage to parking areas and signage along attractive pedestrian/bicycle ways to major destinations.*
- *Amend subdivision and Zoning Regulations to allow the Commission to require sidewalks, bike lanes and bike paths when and where appropriate.*¹⁰

⁹ <http://www.middletownplanning.com/pocd/pocdupdate.html>, Generated by Foxit PDF Creator © Foxit Software <http://www.foxitsoftware.com>, accessed October and November 2008.

¹⁰ <http://www.middletownplanning.com/POCD/Bikeplanningfinal.pdf>, Generated by Foxit PDF Creator © Foxit Software <http://www.foxitsoftware.com>, accessed October and November 2008.

While there seems to be ample support in the plan update for the work which may be called for in the connections neighborhood, other areas of town will likely compete for the limited resources needed to make changes here. For example, other nearby neighborhoods which have more pressing needs will likely see more government involvement and a targeting of Community Development Block Grant, housing rehabilitation program and down payment assistance program funds in order to address the “urban dilemma” facing the town.¹¹

Demographically, the downtown census tracts are losing population and residents here have stagnant and significantly lower median incomes than in outlying tracts.¹² Housing in and around downtown is the oldest in the city and homeownership rates are lower than in other areas of town.¹³ The project area includes portions of three census tracts: 5416, 5415 and 5417. (Figure 3 shows the census tracts in the project area.)¹⁴

¹¹ “Proposed Update for Middletown's Plan of Conservation and Development, Chapter 8- Addressing the Urban Dilemma <http://www.middletownplanning.com/POCD/POCDUpdateCh8.pdf>, as accessed on October 21, 2008.

¹² “Proposed Update for Middletown's Plan of Conservation and Development, Chapter 5- Section 1 Conclusions,” <http://www.middletownplanning.com/POCD/POCDUpdateCh5.pdf>, as accessed on October 21, 2008.

¹³ “Proposed Update for Middletown's Plan of Conservation and Development, Chapter 8- Addressing the Urban Dilemma <http://www.middletownplanning.com/POCD/POCDUpdateCh8.pdf>, as accessed on October 21, 2008.

¹⁴ <http://factfinder.census.gov/servlet/ReferenceMapFramesetServlet> as accessed on October 21, 2008.

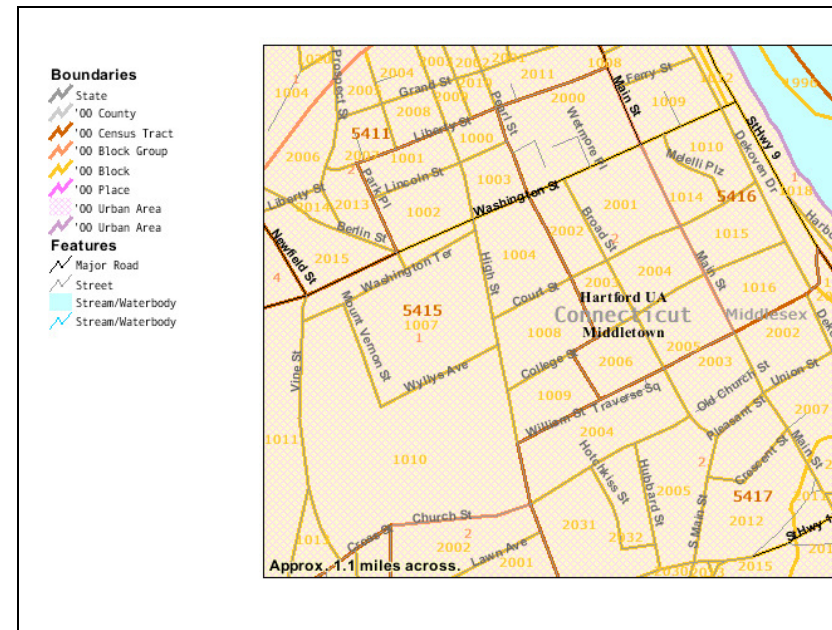


Figure 3: Census Tracts in Vicinity of Project Area

According to the plan update, tract 5416 lost more than half its population between 1980 and 2000, while the city as a whole grew by about 10%.¹⁵ The northeastern section of the project area (from William Street north to Court Street and from Hamlin and Pearl Streets east to Main Street) falls within tract 5416. Although a portion of the project area is in this distressed

¹⁵ “Proposed Update for Middletown's Plan of Conservation and Development, Chapter 8- Addressing the Urban Dilemma <http://www.middletownplanning.com/POCD/POCDUpdateCh8.pdf>, as accessed on October 21, 2008.

tract, it is other neighborhoods including the Grant Street/Liberty Street area, in the tract which the plan update considers areas of concern. In fact, the plan update points out the success of the Downtown Village District zoning which covers much of the project area and the involvement of local residents in stabilizing the project area. While this assessment of the project area is positive, it may mean the residents and other area stakeholders will have to work harder and search further for city and other assistance.

City of Middletown Zoning Regulations and Map

The western two-thirds of the project area is zoned Downtown Village District (DVD). Properties along the west side of Broad Street are zoned Mixed Use (MX) and those on the east side of Broad Street and beyond are zoned Downtown Business (B-1). Zoning within the project area is shown in figure 4.

The Downtown Village District allows only one and two family homes as permitted uses. However, any non-residential or business uses in excess of 7,500 square feet that existed as of December 10, 2003 are also considered permitted uses. Churches, daycare centers and libraries are permitted as special exceptions.¹⁶

¹⁶City of Middletown, Connecticut, Zoning Code at <http://www.middletownplanning.com/zoningcode/pzcode39D.html>, last accessed on November 25, 2008.

The Mixed Use zone allows one and two family dwellings and residential units with business pursuits as permitted uses. A variety of other residential uses as well as a variety of institutional, commercial and services uses are allowed in the zone by special exception.¹⁷

The Downtown Business zone allows a variety of commercial, public and institutional uses normally associated with central business districts either as permitted or special exception uses. The B-1 regulations emphasize that the uses should support a high concentration pedestrian activity and require that “the front fifty percent (50%) of the ground floor space of buildings fronting on Main Street shall be restricted to the following permitted uses: Eating and Drinking Places, Entertainment, Restaurants, Retail Business, Retail Sales, Retail Services, and Theaters.”¹⁸

Properties in the downtown business and village district zones are subject to design review by the Design Review and Preservation Board.¹⁹ The design review guidelines stress the

¹⁷ City of Middletown, Connecticut, Zoning Code at <http://www.middletownplanning.com/zoningcode/pzcode23A.html> and <http://www.middletownplanning.com/zoningcode/pzcode60.html>, last accessed on November 25, 2008.

¹⁸ B-1 Section 32 – B1 zone (Downtown Business), <http://www.middletownplanning.com/zoningbriefs/b1brief.pdf>.

¹⁹ Middletown Design: A Framework for Development, Design Guidelines for the Middletown Design Review and Preservation Board, July 2002 at <http://www.middletownplanning.com/documents/guidelines.pdf>, accessed October and November, 2008.

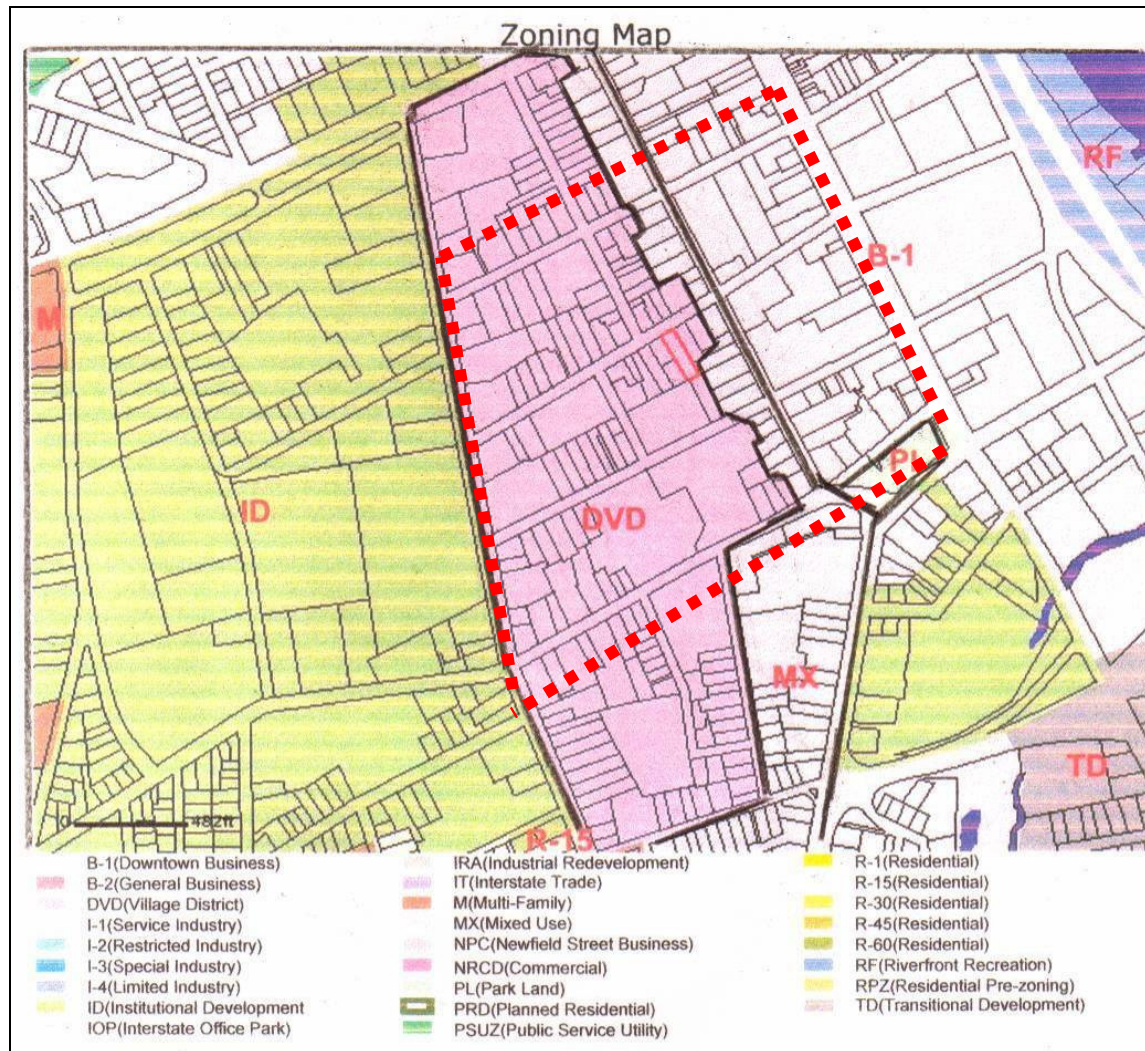


Figure 4: Zoning Districts within Project

This map shows the zoning within the project area (outlined in red).

Source: City of Middletown Zoning Map,
<http://host.appgeo.com/MiddletownCT/Map.aspx>, as accessed October 22, 2008.

special pedestrian oriented and historic character of the downtown and village districts. In the village district this review explicitly extends to both public and private properties. It applies to, “New construction and substantial, as determined by staff, reconstruction and rehabilitation of properties within the district and in view from public roadways including but not limited to:

- A. the design and placement of buildings;
- B. the design, paving materials and placement of public roadways; and
- C. other elements that the Approving Authority staff deems appropriate to maintain and protect the character of the DVD.

The Approving Authority shall consider the design, relationship and compatibility of structures, plantings, signs, roadways, street hardware and other objects in public view.²⁰

The role the Design Review and Preservation Board has over much of the development and redevelopment that occurs in the project area provides a positive force for improving the aesthetics of the area.

²⁰ City of Middletown, Connecticut, Zoning Code at <http://www.middletownplanning.com/zoningcode/pzcode39D.html>, last accessed on November 25, 2008.

Current Street Conditions and Street Design Standards

Church Street has the widest travel way of the four connector streets with a pavement width greater than 30 feet. William Street’s pavement width is approximately 30 feet while both College and Court Streets are less than 30 feet wide. Each street has sidewalks on both sides. Church Street has a planting strip/snow shelf between the curb and sidewalk. William Street has no planting strip. College and Court Street generally have planting strips between High and Broad Streets.



William Street between Hamlin and High Streets

The condition of vegetation in the planting strips varies along the streets.



Planting strip on College Street

Throughout the area there are above ground utilities and overhead wiring. There are also street trees throughout the area although there is not a consistent tree canopy and there are numerous barren locations along each street. The existing trees are of varying size, quality and species.



Church Street near Hubbard Street

Although the city's subdivision regulations apply to new development, and specifically to the subdivision of land into new lots, if physical changes are made to the streets, the design standards for local streets as specified in the city's subdivision regulations would provide guidance to the new design.²¹ The design standards vary according to street classification. A minimum pavement width of 30 feet is required for local and

²¹ Tom Nigosanti, City Engineer, October 20, 2008.

collector streets.²² The four connector streets in the project area are classified as either local or collector streets:

Church Street	Urban Major Collector
College Street	Residential Thru Street
Court Street	Residential Thru Street
William Street	Residential Thru Street ²³

The subdivision regulations also require concrete sidewalks on both sides of the street except in rural areas of the town. The sidewalks are normally installed in the right of way one foot from the property line.²⁴ The regulations also require shade trees of at least 2.5 caliper be planted on both sides of the street along every 50 feet of frontage. Standards have been set for the placement of the trees (i.e., within a lot and at least five feet from the front property line, and at certain distances apart and away from utilities and driveways). The Director of Planning may approve substitutions of small and medium non-ornamental trees for street trees.²⁵

²² City of Middletown, CT Subdivision Regulation, <http://www.middletownplanning.com/subdivisionreg/subreg519.html> as accessed Nov. 3, 2008.

²³ Tom Nigosanti, City Engineer, October 20, 2008.

²⁴ City of Middletown, CT Subdivision Regulation, <http://www.middletownplanning.com/subdivisionreg/subreg519.html> as accessed Nov. 3, 2008.

²⁵ City of Middletown, CT Subdivision Regulation, <http://www.middletownplanning.com/subdivisionreg/subreg518.html> as accessed Nov. 3, 2008.

The subdivision regulations also specify that “when possible the street, sidewalk, pedestrian walkway and bikeway system shall be so designed or redesigned so as to accomplish goals and objectives in the Plan of Development.”²⁶

In addition to the guidance set in the subdivision regulations, the DVD zone regulations also apply to the design, paving materials and placement of roadways in the zone. Thus, changes in the right-of-way would be subject to design review.

A Snapshot of Pedestrian Behavior on William Street

On a warm sunny early autumn day, I observed pedestrian activity along William Street. I recorded the numbers and behavior of pedestrians at four locations on the street. The observation day was a normal business day and school was in session at Wesleyan University and in the local schools.

I recorded observations between 9:10 am and 3:00 pm from four vantage points along the street. To remain as unobtrusive as possible, all observations were made from inside my vehicle parked in legal on-street parking spaces. The four vantage

²⁶ City of Middletown, CT Subdivision Regulation, <http://www.middletownplanning.com/subdivisionreg/subreg519.html> as accessed Nov. 3, 2008.

points were: 1) east of High Street near the University's power plant; 2) near Hamlin Street; 3) east of Broad Street next to the Sbano Tower elderly housing site and senior center; and 4) on Main Street at Spear Park.

I recorded information about each pedestrian and bicyclist I observed, noting their sex, the direction they headed, the side of the street they were on, and whether they were alone or with others. If I was able to observe it, I also noted their destination and/or origination. As I entered descriptive information on coding forms, I also recorded movements on sketch maps of the area in the vicinity of my vantage points. I compiled this mapped information on composite maps. A table summarizing my observations and the composite maps are provided in the appendix.

In all, I observed 452 individuals over the nearly six hour period. Although the vast majority was walkers, I also observed 13 bicyclists, five joggers, five individuals in wheelchairs and five pushing strollers. Six of the pedestrians were also walking dogs. Although I did not count vehicles, traffic was fairly light and did not seem to impede bicyclists or pedestrians crossing streets.

Approximately one-quarter of those I observed near High Street used the walkway through the power plant site as a shortcut to or from High Street. The campus or other sites along High Street were likely destinations for those I observed here. I also observed many pedestrians crossing William Street between the Low Rise student housing and the power plant sites at the midblock point where there is no cross walk. Near

Hamlin Street, the deli and Low Rise student housing were the primary destinations. At Broad and William Streets, the senior center and elderly housing site and the college bookstore were popular destinations. Spear Park itself was the destination for approximately one-third of those I observed at the corner of Main and William Streets. The bus stop at the corner here was also a destination for several of those I observed.



Pedestrian near Deli on William Street

Most individuals were alone and generally there was little interaction between individuals at the High and Hamlin Street vantage points. There was, however, considerable socializing

in small groups among those I observed on the east end of the street near the elderly housing and senior center site and in Spear Park. There are numerous places for people to sit in the park. Outside the senior center a number of people conversed with each other while standing. Near Hamlin and High Streets where there was little socializing among those I observed, there were also no benches or sitting walls to entice people to linger and visit with each other.

Analysis of the Area

The project area has “good bones.” The street system is a grid pattern offering choices in routes for pedestrians, bicyclists and vehicles. The distance between campus and downtown is relatively short, under a half mile, and the grades are moderate. There are varied land uses providing multiple destinations for pedestrians and other users. There are many attractive and historic buildings in the area. Most buildings are set within twenty-five feet of the sidewalk providing an approachable scale.

There is a website which analyzes the attractiveness and “walkability” of a street. “Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.” The program rated Church Street as very walkable (i.e., it’s possible to get by without owning a car). William, College and Court Streets were judged to be “Walkers Paradises” because most errands can be accomplished on foot and many people get by without owning a car. These ratings are primarily based on the number of retail stores, restaurant,

parks, schools and other attractions which are close to an address. According to the website, “The number of nearby amenities is the leading predictor of whether people walk.” The algorithm used does not factor in street design, topography, and safety issues such as crime, traffic speeds and accidents.²⁷ (See Figure 5 for more information about Walk Score.)

The presence of sidewalks and a variety of nearby places to go certainly give this neighborhood a good start but there is room for improvement and that is why the committee formed. Stakeholders here want to strengthen the area in terms of the ease in which pedestrians can get around and in its appearance, security, stability and connectedness. There are gaps that need to be filled and a comfort level that needs to be reached. More needs to be done to connect residents and visitors to the streets and the community.

The neighborhood has good potential to become the attractive vital area the committee members envision. In addition to its underlying physical attributes it has the strength of a concerned group of stakeholders. The committee members and those they have drawn into their efforts have displayed a high level of cooperation, initiative and openness. The collaborative spirit displayed here should serve the area well.

²⁷ <http://www.walkscore.com/>, as last accessed Dec. 3, 2008.

WALK SCORE

What makes a neighborhood walkable?

- **A center:** Walkable neighborhoods have a discernable center, whether it's a shopping district, a main street, or a public space.
- **Density:** The neighborhood is compact enough for local businesses to flourish and for public transportation to run frequently.
- **Mixed income, mixed use:** Housing is provided for everyone who works in the neighborhood: young and old, singles and families, rich and poor. Businesses and residences are located near each other.
- **Parks and public space:** There are plenty of public places to gather and play.
- **Pedestrian-centric design:** Buildings are placed close to the street to cater to foot traffic, with parking lots relegated to the back.
- **Nearby schools and workplaces:** Schools and workplaces are close enough that most residents can walk from their homes.

Streets Designed for Everyone

Complete Streets are roads are designed for everyone who uses them, including bicyclists, pedestrians of all ages and abilities, and people getting on and off transit vehicles. These streets are:

- **Accessible:** There are wheelchair ramps, plenty of benches with shade, sidewalks on all streets, etc.
- **Well-connected:** Streets form a connected grid that improves traffic by providing many routes to any destination.
- **Built for the right speed:** Lanes are narrow or traffic calming is in place to control speed.
- **Comfortable:** Pedestrian medians at intersections, count-down crosswalk timers, bicycle lanes, protected bus shelters, etc. make the street work better for those outside of a car.

How It Doesn't Work: Known Issues with Walk Score

We'll be the first to admit that Walk Score is just an approximation of walkability. There are a number of factors that contribute to walkability that are not part of our algorithm:

- **Public transit:** Good public transit is important for walkable neighborhoods.
- **Street width and block length:** Narrow streets slow down traffic. Short blocks provide more routes to the same destination and make it easier to take a direct route.
- **Street design:** Sidewalks and safe crossings are essential to walkability. Appropriate automobile speeds, trees, and other features also help.
- **Safety from crime and crashes:** How much crime is in the neighborhood? How many traffic accidents are there? Are streets well-lit?
- **Pedestrian-friendly community design:** Are buildings close to the sidewalk with parking in back? Are destinations clustered together?
- **Topography:** Hills can make walking difficult, especially if you're carrying groceries.
- **Freeways and bodies of water:** Freeways can divide neighborhoods. Swimming is harder than walking.
- **Weather:** In some places it's just too hot or cold to walk regularly.

Figure 5: About Walk Score (from <http://www.walkscore.com/>)

What Needs To Be Done: Proposals for The Future

Mission Statement

The ad hoc Pedestrian Connections Committee has stated their goal as:

Identifying ways to make the connector streets between Wesleyan University and downtown Middletown more appealing to and safer for pedestrians.

Stakeholders Suggestions

Committee members and other area stakeholders have over the years expressed their concerns and identified the needs of the area in various venues including neighborhood meetings and in the campus and city planning process. But more recently with their articulated mission in mind the committee set out to look more closely at the connector streets and identify specific improvements to consider. Their suggestions for needed improvements have been expressed on the committee's walks and in the brainstorming workshop.

Ideas Identified Along the Walks

Between June and October, committee members walked each street and noted physical features, ownership issues and opportunities for improvement. Summaries of each walk are included in the appendices. The specific improvements suggested during the walks are listed below:

William Street

- Make the street one way. This would provide room for additional room for more trees, landscaping, bike and pedestrian paths.
- Close street to vehicles.
- Increase the width of sidewalks.
- Provide a bike path-possibly in two directions.
- Trim or remove hedges along High Street in front of power plant.
- Plant shallow rooted shrubs closer to power plant building.
- A small building, garden or recreation area could be constructed along High Street in front of the power plant.
- Remove the newer front portion of the dry cleaning building to open the streetscape.
- Increase landscaping in Wesleyan's Broad Street bookstore parking lot or install fence along sidewalk.
- Contact Hamlin Street condo association about developing on parking lot at corner of Hamlin Street or installing fence or landscaping near street.
- Add landscaping near buildings at housing authority's Traverse Square.

Church Street

- Install a landscaped island or traffic circle at intersection of Church and High Streets.
- The street is wide enough for a bike lane on each side.
- Plant one or two trees at 157 Church (owned by Wesleyan).
- Repaint pink curb at High Rise/Low Rise student housing.
- Replace two dead trees at High Rise/Low Rise.
- Plant a tree at Water's Edge at corner of Hubbard Street.
- Plant a tree at 85 Church Street.
- Fill sand pit at former playground on Wesleyan housing site with grass or let community garden use the area.
- Remove section of guardrail between Wesleyan housing and public housing to provide a connection for bike and pedestrian paths.
- City should consider reopening dead end at Union Park.
- Provide a bike path connection to the river and Wesleyan boat house from Church Street. Tie campus bike path into city's proposed bike path system.
- Add on-street parking.
- Connect parking lots through the middle of the block and eliminate some curb cuts.
- Provide a connection from Church Street to McCarthy Park from Wesleyan owned properties.
- Consider connecting Wesleyan's William Street parking lot with High Rise parking lot.

Court Street

- The mature hemlock at Wesleyan's 300 High Street property appears to be in poor health and may need to be removed.
- The planting strip along the Downey House is in poor condition probably due to vehicles pulling into it to make deliveries.
- The double wide sidewalk at the old high school elderly housing site may not be necessary. Some of this extra concrete could be replaced with a planting strip.
- An area for the elderly services bus to pull over at the old high school housing site may be warranted but further analysis is needed because the bus door opens to the street due to the one way direction of the street.

College Street

- When Wesleyan sells houses, hold block parties to increase outreach.
- Improve the condition of the planting strip near Fisk Hall and remove unneeded concrete pads.
- Plant street trees between Hamlin and Pearl Streets.
- Chain link fencing at SNET parking lot should be removed.



Members of the Committee on the College Street Walk

Ideas Generated at the Brainstorming Workshop

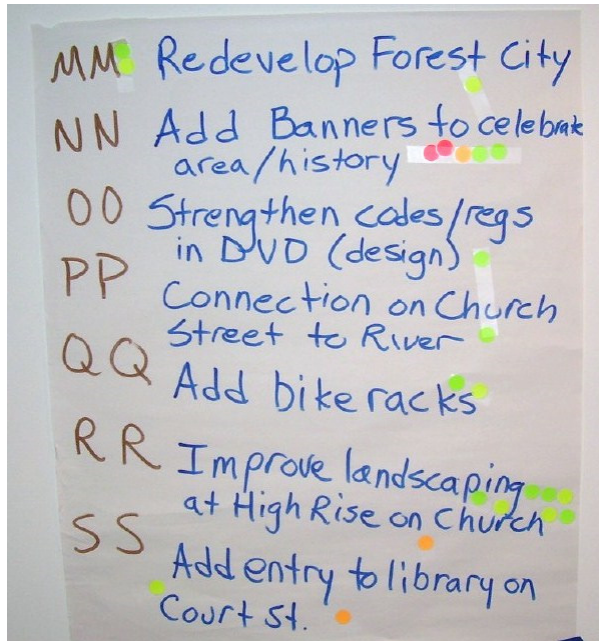
A structured brainstorming workshop was held in early November to elicit additional ideas as well as input from a broader group and to determine if there is a consensus on which improvements should be implemented. Participants included committee members, nine of whom had gone on one or more walks, as well as others invited by committee members. These invitees included Wesleyan student and staff representatives, a representative from the Design Review and Preservation Board, a representative from the Downtown Business District and a consultant to the Middlefield Corporation.

The workshop used the nominal group technique in which all attendees silently wrote down ideas to improve the streets and then shared them with the group in a round robin fashion. A key feature of this technique is that ideas are not debated as they are proposed. Ideas are voted on and ranked, but none are eliminated²⁸.

In all 78 ideas were generated by the sixteen workshop participants. Participants were asked to vote on the ideas by

²⁸ Explanations of the nominal group technique (NGT) can be found in The Memory Jogger II, A Pocket Guide of Tools for Continuous Improvement and Effective Planning, Michael Brassard and Diane Ritter, GOAL/QPC, 1994; Nominal Group Technique: An Alternative to Brainstorming, John A. Sample, Journal of Extension, Volume 22, Number 2, March 1984, at <http://joe.org/joe/1984march/iw2.html>; and Nominal Group Technique, at http://en.wikipedia.org/wiki/Nominal_group_technique.

indicating their level of support using colored dots. Green signified support, orange signified more study was needed and red signified a lack of support.



Seven of the 78 ideas generated at the workshop.

Following the workshop, the voting was analyzed by assigning points to each color dot and a total point score was generated for each idea. The ideas were then categorized by issue. Four primary issues were identified: Circulation, Image and Aesthetics, Land Use and Identity. For each primary issue,

several subissues were identified. For each issue and subissue a goal statement was proposed. Lists of all the suggested improvements as voted on at the workshop, the suggested improvements ranked by total points and the suggested improvements categorized by issues are provided in the Appendices. The latter list also identifies for each suggested improvement, agencies and organizations with potential roles in implementation and the nature of the work needed whether it is physical, regulatory or process oriented.

A Strategy for the Future

Although there is not universal support for all the ideas expressed by the stakeholders nor are there ready resources to implement even the most popular suggestions, many of the suggested improvements have broad support and should be considered. From the suggestions made during the walks, at the workshop and as a result of analyzing the area and consulted resources, a plan for the connections neighborhood is proposed here. The recommended actions presented here include most but not all of the suggestions made at the workshop. (The full list of suggestions is in the appendices.) The connections committee will need to further review and evaluate the proposals to identify those they wish to and can practically pursue. These proposals reflect a vision of the neighborhood ten to fifteen years in the future. Some proposals can be implemented in the near term; others will take longer to fully design and fund.

Perhaps the most important of these recommendations is that the ad hoc pedestrian connections committee should be established as a permanent committee with membership including city officials from the planning and engineering departments and housing authority, residents, property owners, representatives of the University, the Design Review and Preservation Board and from the permanent biking committee recommended in the plan update when it is established. This committee could continue as a subcommittee of AWARE or seek more formal recognition such as that proposed for the biking committee. Regardless, it should have representation from the major players in the neighborhood that can influence

design decisions. The committee should also seek input from the city's arborist and transit district. The role of the other subcommittees established by AWARE, the transportation and streetscape subcommittees should be examined to see if they can be a part of the pedestrian connections committee because of the overlapping issues each committee addresses.

PROPOSED RECOMMENDATIONS

ISSUES

GOALS

CIRCULATION

People should be able to move easily and safely through the area using various modes of transport

PEDESTRIAN

Pedestrians should be able to walk safely and easily along the streets and to various destinations in the neighborhood. Pedestrians in wheelchairs or those with carts or strollers should be able to get around the neighborhood safely and without obstructions.

Make all sidewalks a minimum of 5 feet wide (6 foot width preferable).

Make accessible improvements throughout the area.

Relocate all obstructions such as hydrants and poles to a consistent area along the street and out of the pedestrian pathway.

Install pavers at all cross walks.

Enforce snow removal laws.

Consider a mid-block cross walk on William Street in the vicinity of the Low Rise housing.

Consider curb extensions at the intersections of High Street with Church Street and with William Street.

Provide benches near bus stops and at other locations along the streets to encourage people to linger and socialize. Possible locations include near the Hamlin Court Condominium parking lot on William Street and at the Old High School, Midfield Corporation's lawn and Wesleyan's power plant site.

Improve safety of bus drop off at old Middletown High School housing.

BICYCLING

Opportunities for bicycling in and beyond the neighborhood should be encouraged and made safer

Provide bike lanes and signage on Church Street.

Investigate feasibility of adding bike lanes to William Street.

Provide bike racks near destinations such as restaurants, food stores, book stores and parks.

Work with permanent bike committee to identify links between campus and downtown and beyond to river and other bike routes.

VEHICLES

Automobiles should be able to park conveniently and navigate easily through the area while having a less dominant role and sharing the streets with other forms of transportation

Investigate traffic calming measures and improvements to peak time traffic flows. A landscaped median or roundabout at Church and High Streets should be considered. Curb bump-outs should be considered on the north side of William Street.

Metered on-street parking should be extended into the neighborhood with short-term parking exemptions in front of businesses and passes provided to residents.

Off-street parking lots (particularly the university's William Street and High Rise/Low Rise lots) should be connected and opportunities to reduce curb cuts/access to lots should be investigated.

The committee should meet with the transit authority to seek means of promoting mass transit use in the area and to investigate the provision of transit shuttle service through the neighborhood and to the campus.

<p>IMAGE AND AESTHETICS</p>	<p>The area should have a strong sense of neighborhood and be inviting, interesting and comfortable for residents and visitors</p>		
<p>BUILDING DESIGN</p>	<p>Buildings in the neighborhood should enhance the character of the area.</p> <p>A local historic district should be established to strengthen opportunities for preservation and appropriate rehabilitation.</p> <p>The city's Design Guidelines should be reviewed for opportunities to strengthen their application in the Village District.</p> <p>The city should consider use of CDBG funds for a façade improvement program for businesses in the neighborhood.</p>		<p>Overhead wires should be buried. Where this is not feasible for the foreseeable future, careful selection of appropriate street tree species to screen the wires should be considered.</p> <p>Utility boxes and HVAC units visible from the street should be screened with vegetation, fencing or way finding sign panels.</p> <p>Consideration should be given to reducing the height of walls at Spear Park to allow improved views into the park.</p>
<p>STREETSCAPE DESIGN</p>	<p>Physical elements and landscaping along the streets should reinforce the character of the area, improve its appearance and encourage shared use of the streets.</p> <p>Street furniture (including light poles, benches, bike racks, tree guards, trash receptacles, sign standards, etc) design standards complementing the historic character of those used downtown and proposed on the campus should be adopted for the area and applied for any new development or redevelopment of private and public property in the area. Use of historically influenced fixtures will aid in visually strengthening ties between the historically prominent downtown and campus areas. All street and parking lot light poles should be shielded and be at a pedestrian scale.</p> <p>Street furniture and obstructions along the sidewalks should be located in consistent areas along the sidewalks and out of pedestrian pathways.</p>	<p>CHARACTER AND CULTURE</p>	<p>The neighborhood's uniqueness, character and history should be emphasized and celebrated. Opportunities to engage residents and visitors in activities which strengthen the vitality of the area should be encouraged.</p> <p>Wesleyan University should sponsor block parties when it markets a residential property in the area.</p> <p>AWARE and the connections committee should sponsor annual neighborhood block parties. Possible locations are the Hamlin Court parking lot, Wesleyan power plant lawn or Wesleyan's former physical plant site.</p> <p>Seasonal banners and banners promoting the character and history of the area should be hung from light poles along the streets.</p> <p>Installation of public art should be considered at the university's power plant, Midfield Corporation's lawn and Spear Park.</p>
		<p>MAINTENANCE</p>	<p>Public and private properties in the neighborhood should be well maintained</p> <p>The city should enforce anti blight codes and clean up graffiti.</p>

LANDSCAPING	<p>A public education program should be developed to remind property owners of anti blight codes and to encourage residents to prune vegetation and return trash receptacles to the rear yard after trash pick up.</p>
	<p>Plantings along the streets and on properties should enhance the beauty of the area</p>
	<p>Shade trees should be planted every fifty feet along the streets. The committee should continue to pursue grant funding for the purchase and planting of trees and seek support and contributions from the city or other sponsors. High priority locations should be established. (Examples include William Street near the condominium parking lot, power plant and Didato's; College Street at Hamlin Street and at the 200 block of Church Street.) If planting strips are not feasible, tree wells and planter boxes should be considered.</p>
	<p>Chain link fencing along street frontages should be removed and replaced with decorative black metal fencing and/or perimeter plantings.</p>
	<p>AWARE and/or the committee should develop an annual "curb appeal" contest to recognize property owners and tenants who have beautified their properties. Area businesses and local nurseries, home improvement stores and garden club could sponsor the program and provide gift certificates to outstanding properties.</p> <p>Wesleyan University should improve the landscaping at the High Rise site including establishing a lawn area at the former playground and adding perimeter and interior parking lot landscaping.</p> <p>Owners of all parking lots fronting on the streets should be encouraged to add perimeter and island landscaping including sizable shade trees. All parking lots should be separated from sidewalks with shrubbery which conceals headlights but not views into the parking lot.</p>

LAND USE	<p>Land uses in the project area should foster stability and encourage a sense of vitality</p>
	<p>STABILITY Homeownership and business ownership should be encouraged in the neighborhood</p>
	<p>The Downtown Business District should be encouraged to target business recruitment in the portions of the project area in its district.</p>
	<p>Major employers in and near the area should be encouraged to offer incentives to employees to purchase homes in the neighborhood.</p>
	<p>The Chamber of Commerce or Economic Development Commission should be encouraged to provide training to local businesses to aid in business retention.</p>
UNDERUTILIZED SITES	<p>Vacant or underutilized sites should be developed or repurposed to encourage more activity and vibrancy in the neighborhood</p>
	<p>The Planning and Zoning Commission should consider revising the Downtown Village District Regulations to include additional special exception uses such as active adult housing, outdoor seating at restaurants and mixed uses with second story residential.</p>
	<p>The above ground lawn at the power plant site should be developed as an outdoor classroom/pocket park. To improve views into the site and out toward downtown and the river valley, the hedge on High Street should be replaced with lower profile plantings and lower profile shrubs should be planted at the opposite end of the site. Numerous benches should be clustered in the center of the site. An area or areas should be set aside for the display of public art or sculpture. Utility boxes should be screened with map or art panels and/or landscaping.</p>

<p>IDENTITY</p> <p>WAYFINDING AND SIGNAGE</p>	<p>The dry cleaners should be encouraged to seek state environmental grants for cleanup and to consider façade improvements or redevelopment of the site.</p> <p>Wesleyan’s former physical plant facility should be considered a key site for redevelopment and historic rehabilitation. Design concepts should be prepared to encourage development which respects the setbacks of nearby buildings and minimizes parking at the street frontage. The city should be encouraged to work with the university to find and allow a new use for the site which will help stabilize and connect the neighborhood. One possible use would be active adult housing. The site’s walkable proximity to the university and variety of services in downtown make it an attractive site for empty nesters.</p> <p>The parking need for the Hamlin Court Condominium’s lot at William Street should be established. If the lot is not needed for parking the condominium association should be encouraged to offer it for development.</p> <p>The city’s Economic Development Commission should be encouraged to discuss with owners and developers the redevelopment potential of other key sites such as the Didato’s/Page Warner lots, SNET building and Midfield Corporation’s lawn.</p> <p>A sense of identity and uniqueness of place should be fostered in the area.</p> <p>The neighborhood between Wesleyan and downtown should be easy for people to navigate.</p> <p>Improved street and location signs should be installed including improved directional signs to the university for Church Street.</p> <p>Businesses and institutions should be encouraged to add distinctive identification and name signs.</p>
	<p>Maps and other way finding signs should be installed near sidewalks around utility boxes and other unsightly fixtures.</p> <p>CONNECTIVITY</p> <p>The college campus, downtown, the neighborhood between and the community should be well connected to each other</p> <p>The connections committee should formalize its role in the neighborhood and work to maintain and strengthen the relationships between the university, city, residents and business interests.</p> <p>The committee should monitor the state’s plans for redesign of access/egress on Route 9 and its impact on travel routes to the university and neighborhood.</p> <p>Provide a side entry to Russell Library on Court Street.</p> <p>A greenway should be considered between College and Court Streets to connect Wyllis street with Pearl Street.</p> <p>ORGANIZATION</p> <p>A recognized means of carrying forward with the work of the connections committee should be established</p> <p>The Connections Committee should be permanently established and increase its membership to include representation from the Design Review and Preservation Board, Downtown Business District, bike committee and an arborist.</p> <p>The Connections Committee should regularly review and revise a strategic plan for implementing improvements to the area and include in its mission a role in advocating for public and private investment in the area.</p>

Some of these proposals are illustrated in the photographs and figures which follow.

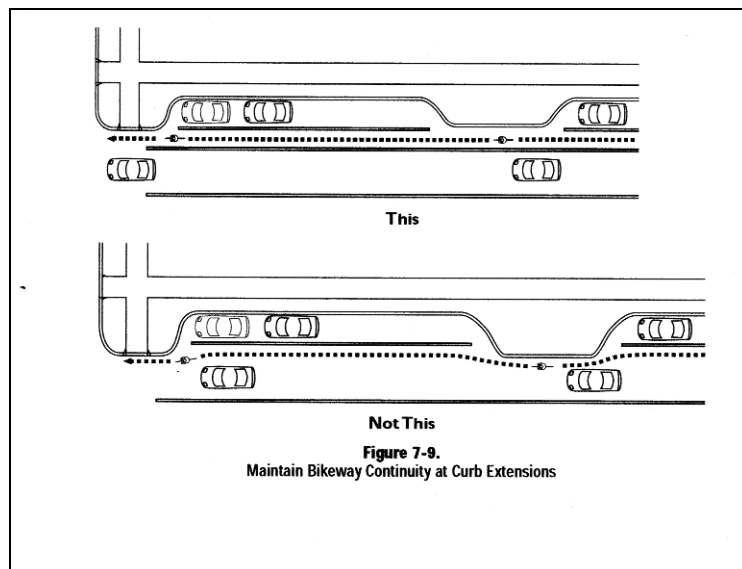


Figure 6: Example of Curb Extensions.²⁹ This concept could be applied on William Street and/or Church Street.

²⁹ <http://www.aot.state.vt.us/progdev/Documents/LTF/FinalPedestrianAndBicycleFacility/Chap7.pdf>, page 7-10 accessed Dec. 2008.

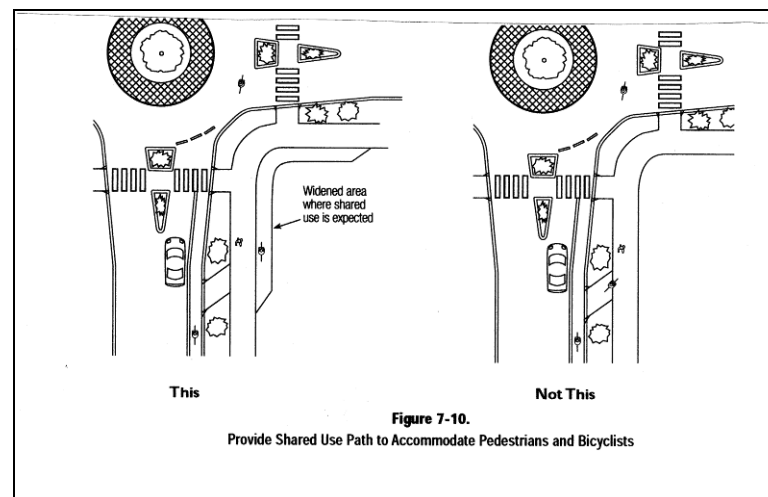


Figure 7: A roundabout and median island should be considered at Church and High Streets.³⁰

³⁰ <http://www.aot.state.vt.us/progdev/Documents/LTF/FinalPedestrianAndBicycleFacility/Chap7.pdf>, page 7-10 accessed Dec. 2008

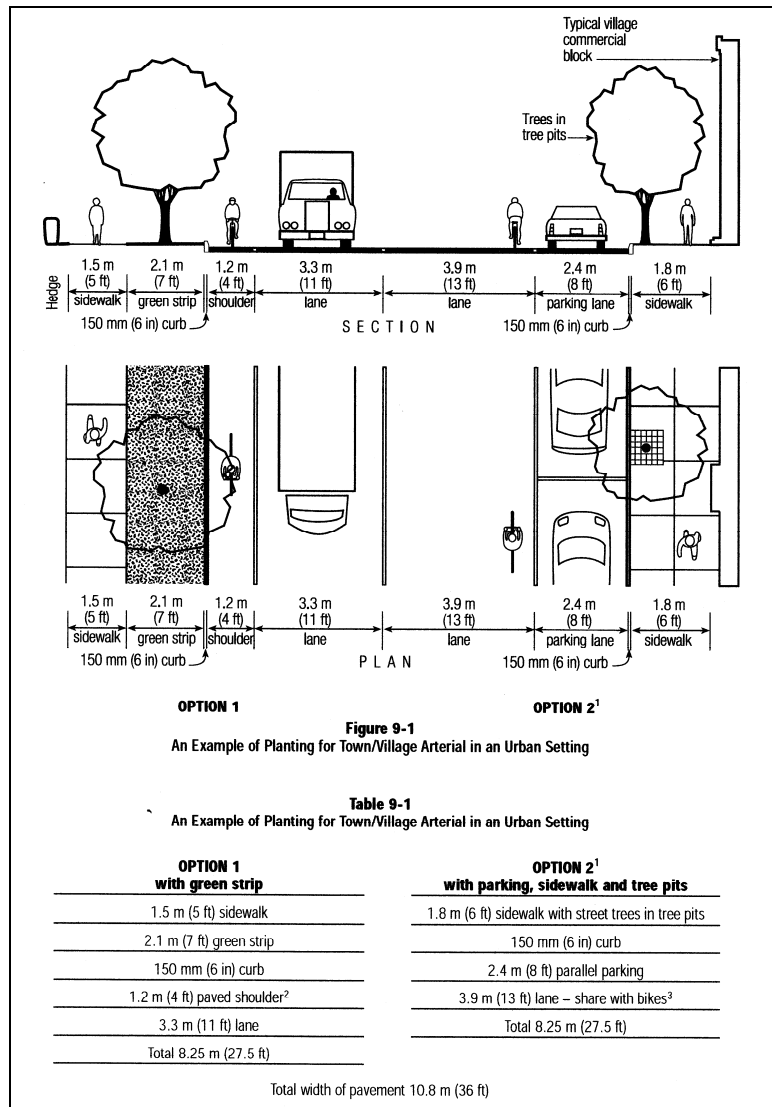


Figure 8 (to the left): Examples of 55' wide shared use roadways.³¹

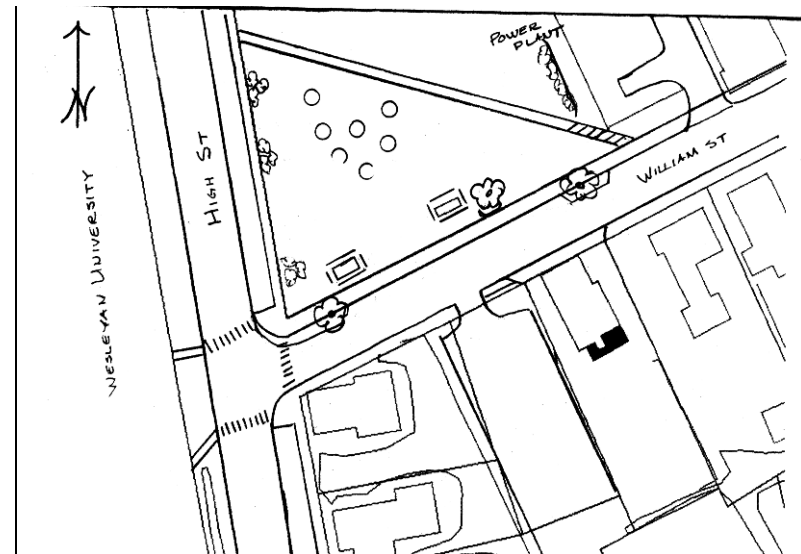


Figure 9: A Concept Plan for the Power Plant with seating, lower profile plantings, map and art panels to screen utility boxes and street trees in bump-outs.

³¹ <http://www.aot.state.vt.us/progdev/Documents/LTF/FinalPedestrianAndBicycleFacility/Chap9.pdf>, page 9-4 accessed Dec. 2008



Figure 10: Street furniture and lighting fixtures proposed in Wesleyan's Campus Master Plan.³²

³², Wesleyan University Final Plan October 2003 PowerPoint presentation, slide 36, by Adam Gross, Ayers Saint Gross April 2003.



Other examples of street furniture which could complement the historic character of the area. Note the screening around the AC unit. Note also an example of decorative black metal fencing which could replace chain link fencing in the area.

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Wesleyan University Master Plan Design at
<http://www.wesleyan.edu/masterplan/mpprocess.http> accessed
fall 2008.

<http://www.walkscore.com/walkable-neighborhoods.shtml>

Appendices

- Work Program
- Summaries of the Walks
- Behavior Mapping Analysis
- NGT Brainstorming Workshop
- Annotated Bibliography of Resources
- Photographs Along the Streets
- Calling Intellectually Active Adults

Work Program

PROJECT SCOPE AND WORK BREAKDOWN STRUCTURE:

IMPROVEMENTS TO STREET CONNECTIONS BETWEEN WESLEYAN UNIVERSITY AND MAIN STREET MIDDLETOWN, CONNECTICUT

Project Scope: To develop a plan for improvements to the streetscapes on Church, William, Court and College Streets to enhance the comfort and sense of well being of users of the streets, particularly pedestrians.

Work Breakdown Structure:

- 1 Establish project work plan
 - 1.1 Identify and describe tasks
 - 1.2 Establish timeline and schedule
 - 1.3 Identify critical deadlines, milestones and dependencies
- 2 Describe study area
 - 2.1 Data collection and analysis
 - 2.1.2 Maps, ownership, topography, public improvements, photographs
 - 2.2 Incorporate study area description into body of report

- 3 Prepare/review/revise background materials
 - 3.1 Data collection and analysis
 - 3.1.2 Review local documents, policies and procedures
 - 3.1.3 Review university documents, policies and procedures
 - 3.1.4 Review literature on streetscape improvements, walkability, architectural programming, behavior mapping, nominal group techniques, etc.
 - 3.2 Summarize pertinent materials and incorporate into body of report and/or annotated bibliography
- 4 Document concerns and observations of stakeholders raised on walks
 - 4.1 Prepare summaries to incorporate into appendix
 - 4.2 Prepare table or listing to categorize concerns
 - 4.3 Incorporate into report
- 5 Conduct/analyze behavior map of Williams Street
 - 5.1 Prepare data entry forms (maps of areas to be observed and activity recording sheets)
 - 5.2 Conduct mapping session
 - 5.3 Summarize results and incorporate into report
- 6 Conduct and document brainstorming/NGT session
 - 6.1 Review NGT procedures
 - 6.2 Contact city planner and university facilities director to arrange date, time, room and invitees for session
 - 6.3 Invite stakeholders to session
 - 6.4 Gather and prepare materials for session
 - 6.5 Conduct session
 - 6.6 Document results of session and incorporate into report

- 7 Prepare final report
 - 7.1 Prepare report outline by Oct. 3
 - 7.2 Determine format
 - 7.3 Prepare draft
 - 7.3.2 Write background sections
 - 7.3.3 Write current conditions sections
 - 7.3.4 Write proposed improvements sections
 - 7.4 Submit draft by Oct. 24
 - 7.5 Revise draft per feedback
 - 7.6 Finalize report
- 8 Prepare oral and power point presentation
 - 8.1 Identify points to communicate
 - 8.2 Identify photographs and graphics to use in ppt
 - 8.3 Determine format of ppt
 - 8.4 Prepare draft
 - 8.5 Finalize presentation
- 9 Make project presentation – Dec. 1 or 2
- 10 Close out project
 - 10.1 Submit final report
 - 10.2 Thank city, university and neighborhood contacts

Project Schedule:

Elapsed Time: June 2008 to December 2008

Start Date: June 26 (first walk)

Completion Date: December 5, 2008 (submit final report)

Dependencies:

- Complete description of study area dependent on successful accumulation of certain information (ownership, mapping, design standards, etc)
- PowerPoint presentation dependent on near completion of final report
- Ability to conduct brainstorming session dependent on obtaining meeting room and attendees

Milestones:

- Submit proposal
- Submit outline for report
- Complete work program/schedule
- Complete study area description
- Complete summaries of walks
- Complete behavior mapping
- Complete brainstorming session
- Submit draft report
- Make peer presentation
- Submit final report

**WESLEYAN-MAIN STREET CONNECTIONS PROJECT
WORK PROGRAM SCHEDULE**

MILESTONES	Projected Completion Date	Actual Completion Date
A. Practicum Description and Development		
A.1 Submit proposal	10-Sep	10-Sep
A.2 Submit outline for report	2-Oct	2-Oct
A.3 Complete WBS	6-Oct	6-Oct
B. Work Elements and Report Preparation		
B.1 Complete study area description	24-Oct	
B.2 Review and summarize pertinent documents	24-Oct	
B.3 Walks of the connector streets		
B.3.1 Complete summaries of walks	23-Oct	23-Oct
B.3.2 Incorporate concerns and recommendations into report	23-Oct	
B.4 Behavior mapping		
B.4.1 Prepare coding forms and maps	7-Oct	7-Oct
B.4.2 Undertake and record observations	8-Oct	8-Oct
B.4.3 Summarize findings	24-Oct	2-Nov
B.5 Brainstorming Session		
B.5.1 Locate and reserve appropriate meeting room	28-Oct	
B.5.2 Identify and invite participants	30-Oct	
B.5.3 Conduct session	13-Nov	6-Nov
B.5.4 Summarize results	18-Nov	19-Nov
B.6 Submit Draft Report	24-Oct	24-Oct
B.7. Revise Report	20-Nov	

C. Finalize Project

C.1 Peer Presentation

C.1.1 Prepare PowerPoint slides

25-Nov

25-Nov

C.1.2 Make presentation

2-Dec

1-Dec

C.2 Final Report

C.2.1 Make final revisions

3-Dec

C.2.2 Submit final report to OSU

5-Dec

5-Dec

C.3 Transmit copies to university, city and neighborhood contacts

12-Dec

Summaries of the Walks

WESLEYAN-MAIN STREET CONNECTIONS PROJECT SUMMARY OF CONNECTOR STREET WALKS

STREET: *William Street*

DATE: June 26, 2008

ATTENDEES: Joyce Topshe, Wesleyan University - Facilities; Brandi Hood, Wesleyan University - Facilities; Tom Nigosanti, City of Middletown - Engineering; Bill Warner, City of Middletown - Planning; Michiel Wackers, City of Middletown - Planning; Jen Alexander, Middletown Redevelopment Agency; Shannon Brown, Middletown Redevelopment Agency; Melissa Shilke, village district representative; Lucy McMillan, AWARE - long range planning committee; Joan Hendrick, AWARE - long range planning committee; Lynne Pike DiSanto, graduate student, Ohio State University.

OBSERVATIONS AND ISSUES RAISED

PHYSICAL ASPECTS OF THE STREET:

- There are sidewalks on both sides of the street.
- The appearance of the Wesleyan power plant and Forest City Dry Cleaners are a concern.
- There is a lack of tree canopy at the top (west end) of street.
- Rusted fence at day care center is unsightly.
- There is nothing to separate vehicles from the sidewalk at the book store parking lot.

PROPERTY OWNERSHIP ISSUES:

- Most buildings on the street are privately owned.

POTENTIAL IMPROVEMENTS DISCUSSED:

- Make the street one way. This would provide room for additional room for more trees, landscaping, bike and pedestrian paths.
- Increase the width of sidewalks. (Wesleyan University has contributed in the past to widening sidewalks to 6 feet when reconstructed by the city.)
- Provide a bike path-possibly in two directions.
- Close street to vehicles. (Questions were raised about providing access to properties.)
- Trim or remove hedges along High Street in front of power plant.
- Plant shallow rooted shrubs closer to power plant building.
- Wesleyan's LoRise housing site recently received a grant for plantings.
- Remove the newer front portion of the dry cleaning building to open the streetscape.
- A small building, garden or recreation area could be constructed along High Street in front of the power plant.
- Increase landscaping in Wesleyan's Broad Street bookstore parking lot or install fence along sidewalk.
- Contact Hamlin Street condo association about developing on parking lot at corner of Hamlin Street or installing fence or landscaping near street.
- Add landscaping near buildings at housing authority's Traverse Square.

OTHER COMMENTS:

- The Middletown Housing Authority should be invited to participate.
- An architect and former intern with the city, Molly Salafia, should be asked to sketch the street with building and landscaping improvements.
- William Street is considered the least attractive and most uninviting of the four connector streets between Wesleyan and Main Street.
- A developer met recently with the city about possible redevelopment of the dry cleaner's site; there are likely environmental issues.
- Page Warner/Didato Oil at corner of Broad is for sale.

POST WALK EVENTS OR ISSUES RAISED

- Wesleyan landscaped slope on north side of the street along power plant site.
- Wesleyan planted perennial flowers between Broad Street Books parking lot and sidewalk.
- Wesleyan installed green utility boxes on lawn in front of power plant. These are scheduled to be screened with new plantings this fall.
- Shooting at east end of street on October 1, 2008.
- Wesleyan did not receive the Arbor Day tree grant it applied for.
- Melissa Shilke walked William Street on July 1st with Jen Saines, Jane Harris and Catherine Johnson for additional ideas on making the street safer and more appealing to pedestrians:
 - In general, street trees should be planted to create a shaded canopy.
 - Additional buildings should be constructed to put more eyes on the street.
 - On street parking should be encouraged to slow traffic.
 - Eliminate William Street curb cut to Wesleyan parking lot by providing an alternate access.
 - Burying power lines should be researched.
 - Construct a building on the Hamlin Court parking lot.

- On south side between Hamlin and Broad, move sidewalk back to create a 5' wide planting strip.
- Consider replacing day care fence with a fence higher than 42" if allowed.
- Consider installing pervious pavement in bookstore parking lot.
- Replant street trees near Broad Street.
- Consolidate driveways at Didato's.
- Create a smaller green at the senior center, reconfigure the driveway to protect the green and replace two dying trees
- Relocate cedars at community gardens prior to redevelopment.

WESLEYAN-MAIN STREET CONNECTIONS PROJECT SUMMARY OF ISSUES RAISED ON CONNECTOR STREET WALKS

STREET: *Church Street*

DATE: July 17, 2008

ATTENDEES: Joyce Topshe, Wesleyan University - Facilities; Tom Nigosanti, City of Middletown - Engineering; Bill Warner, City of Middletown - Planning; Bill Vasiliou, Middletown Housing Authority; Shannon Brown, Middletown Redevelopment Agency; Melissa Shilke, village district representative; Lynne Pike DiSanto, graduate student, Ohio State University.

OBSERVATIONS AND ISSUES RAISED

PHYSICAL ASPECTS OF THE STREET:

- The street is wider than other connector streets between Wesleyan and downtown.
- Additional street trees are needed in several areas.
- Street dead ends near Broad Street.
- There are sidewalks on both sides of the street.

PROPERTY OWNERSHIP ISSUES:

- Wesleyan owns a number of the houses on Church Street.

POTENTIAL IMPROVEMENTS DISCUSSED:

- Install landscaped island or traffic circle at intersection of Church and High Streets.
- The street is wide enough for a bike lane on each side.
- Plant one or two trees at 157 Church (owned by Wesleyan).
- Replace two dead trees at High Rise/Low Rise student housing.
- Repaint pink curb at High Rise/Low Rise.
- Plant a tree at Water's Edge at corner of Hubbard Street.
- Plant a tree at 85 Church Street.
- Fill sand pit at former playground on Wesleyan housing site with grass or let community garden use the area.
- Remove section of guardrail between Wesleyan housing and public housing to provide a connection for bike and pedestrian paths.
- City should consider reopening dead end at Union Park.
- Provide a bike path connection to the river and Wesleyan boat house from Church Street. Tie campus bike path into city's proposed bike path system.
- Add on-street parking.
- Connect parking lots through the middle of the block and eliminate some curb cuts.
- Provide a connection from Church Street to McCarthy Park from Wesleyan owned properties.
- Consider connecting Wesleyan's William Street parking lot with High Rise parking lot.

OTHER COMMENTS:

- New privately owned homes housing authority built by at former police station site fit well with older homes on street.
- DOT has a plan to connect College Street directly to Harbor Park.
- Wesleyan's transportation committee should be represented on proposed city bikeway committee.

POST WALK EVENTS OR ISSUES RAISED

- Section of guard rail was removed between Wesleyan HiRise and Traverse Square housing sites by Wesleyan University
- Wesleyan has agreed to allow the former Traverse Square playground to be converted into a community garden. Long Lane Farm students have been made aware of this opportunity to assist the neighborhood in planting in spring 2009.
- In August approximately 12,000 square feet of pavement between HiRise and LoRise was replaced with grass and native plantings.
- 6 new trees are scheduled to be planted in front of HiRise and LoRise to improve the streetscape and provide shade and screening from the main parking lot.

WESLEYAN-MAIN STREET CONNECTIONS PROJECT SUMMARY OF ISSUES RAISED ON CONNECTOR STREET WALKS

STREET: *College Street*

DATE: September 18, 2008

ATTENDEES: Joyce Topshe, Wesleyan University - Facilities; Tom Nigosanti, City of Middletown - Engineering; Michiel Wackers, City of Middletown - Planning; Bill Vasiliou, Middletown Housing Authority; Jen Alexander, Middletown Redevelopment Agency; Melissa Shilke, village district representative; Lucy McMillan, AWARE - long range planning committee; Monica Bellivue, local resident; Lynne Pike DiSanto, graduate student, Ohio State University.

OBSERVATIONS AND ISSUES RAISED

PHYSICAL ASPECTS OF THE STREET:

- Street feels more pedestrian friendly than William or Church Streets.
- Sidewalks appear to be wider than usual. There are sidewalks on both sides of the street.
- Grass in planting strips between curb and sidewalk near Fisk Hall is in poor condition.
- Concrete pads in planting strip near Fisk Hall don't appear to have a purpose.
- There are no trees between Hamlin and Pearl Streets.
- The street is one way with only eastbound traffic allowed.

PROPERTY OWNERSHIP ISSUES:

- Some of Wesleyan's houses were sold to faculty and staff. Others are on the list to be offered for sale in the future including the building housing Human Resources.
- Wesleyan's former physical plant building at the corner of Hamlin Street sits on four lots.

POTENTIAL IMPROVEMENTS DISCUSSED:

- When Wesleyan sells houses, hold block parties to increase outreach.
- Improve the condition of the planting strip near Fiske Hall and remove unneeded concrete pads.
- Chain link fencing at SNET parking lot should be removed.
- Plant street trees between Hamlin and Pearl Streets.

OTHER COMMENTS:

- Village District zoning extends from Broad Street to High Street and Washington Street to Loveland.
- If the green on the Midfield Corporation's property at Broad Street isn't developed as specified in the agreement with the city, the property will revert to the city.
- Could SNET building be converted to residential condominiums? Is there enough parking?
- City does not use pavers for walkways and cross walks any longer but will use stamped concrete.
Joyce Topshe agreed to sign a letter of intent (as a 503(c) organization) applying for a grant for street trees from the Middlesex Community Foundation. Lucy McMillan will write the letter and work with Jen Saines to identify trees needed.

POST WALK EVENTS OR ISSUES RAISED

- The Middlesex Community Foundation did not invite Wesleyan University/AWARE to apply for a grant for street trees during the current funding cycle.

WESLEYAN-MAIN STREET CONNECTIONS PROJECT SUMMARY OF CONNECTOR STREET WALKS

STREET: *Court Street*

DATE: October 23, 2008

ATTENDEES: Joyce Topshe, Wesleyan University - Facilities; Tom Nigosanti, City of Middletown - Engineering; Bill Warner, City of Middletown - Planning; Bill Vasiliou, Middletown Housing Authority; Melissa Shilke, village district representative; Lynne Pike DiSanto, graduate student, Ohio State University.

OBSERVATIONS AND ISSUES RAISED

PHYSICAL ASPECTS OF THE STREET:

- The street runs one way between Broad and High with only westbound traffic allowed.
- If the street was converted to two travel lanes, on street parking would need to be restricted.
- There are sidewalks on both sides of the street.
- There are narrow planting beds between the curbs and sidewalks along much of the western end of the street. The sidewalks are wider and extend to the curb near the Section 8 elderly housing in the former high school and east of Broad Street.
- There are street trees on both sides of the street between High Street and Pearl Street.

PROPERTY OWNERSHIP ISSUES:

- Wesleyan has a number of properties along the street it would like to sell. Most would need substantial modifications to convert them to one or two family residences as allowed in the Village District Zone.
- With the exception of 240 Court Street, all of Wesleyan's properties are west of Pearl Street.
- The Section 8 elderly housing site is not owned or managed by the housing authority.

POTENTIAL IMPROVEMENTS DISCUSSED:

- The mature hemlock at Wesleyan's 300 High Street property appears to be in poor health and may need to be removed.
- The planting strip along the Downey House is in poor condition probably due to vehicles pulling into it to make deliveries.
- The double wide sidewalk at the old high school elderly housing site may not be necessary. Some of this extra concrete could be replaced with a planting strip.
- An area for the elderly services bus to pull over at the old high school housing site may be warranted but further analysis is needed because the bus door opens to the street due to the one way direction of the street.

OTHER COMMENTS:

- Several committee members felt this street was appealing for pedestrians and only minor physical improvements would be needed. The key, though to maintaining its appeal is to encourage a mix of uses which would draw people (especially those with higher disposable incomes than students) year round to the area.

Behavioral Map: Analysis of Observations

On Wednesday, October 8, 2008, I conducted behavioral observations of pedestrian and bicyclist activity along William Street. The weather was clear and sunny with temperatures rising from the mid 50s to the mid 70s. This was a normal business day and school was in session at Wesleyan University and in the local schools.

I recorded observations between 9:10 am and 3:00 pm from four vantage points along the street. To remain as unobtrusive as possible, all observations were made from inside my vehicle parked in legal on-street parking spaces. The four vantage points were:



- 1) North side of William Street facing west, near High Street; along side of power plant and across from Wesleyan parking lot (above);



- 2) North side of William Street facing west, east of Hamlin Street(above);



- 3) North side of William Street facing west, near Broad Street and adjacent to elderly housing site (below left); and



4) West side of Main Street facing Spear Park (above).

I recorded information about each pedestrian and bicyclist I observed on activity coding forms. (A sample is shown at the end of this section). I assigned each pedestrian a unique identifying number and recorded their sex, the direction they were headed, whether they were alone or with someone else and the time of day they entered my view. For most observations, I also recorded the side of the street the individuals used, if they entered or exited buildings or cars (if I was able to observe this) and other activities I may have noted. As I entered descriptive information on the coding forms, I also recorded movements on sketch maps of the area in the vicinity

of my vantage points. I compiled this mapped information on the composite maps shown below.

I made the most (four separate) and longest observations (33 to 47 minutes long) at the High Street vantage point. I made the fewest (two) at the Hamlin Street vantage point. I was able to conduct one observation session for Hamlin Street from my Broad Street vantage point because there were no vehicles blocking my view up the street at that time. In all, I observed 452 individuals over a nearly six hour period. These observations are summarized in the table and maps below.

As seen in Table 1, four times as many individuals were westbound and three times as many were eastbound as those who were north or southbound. Overall, more individuals were westbound than any other direction. Eastbound was the second most traveled direction. It is not surprising that most individuals were either west or eastbound because William Street runs in an east-west direction. The low number of north and southbound travelers near High Street is due, I believe, to my vantage point. I was not able to see where individuals headed after they reached the top of the street unless they proceeded directly across the street to Wesleyan's green.

The number of males observed outnumbered females at all locations except Hamlin Street. The overall number of males was approximately one-third greater than the number of females.

Table 1: SUMMARY OF OBSERVATIONS OF PEDESTRIAN BEHAVIOR ON WILLIAM STREET, OCTOBER 8, 2008

Vantage Point	Duration of Observations (in minutes)	Number of Individuals Observed	Male	Female	WB	EB	NB	SB
East of High Street	153	218	132	86	119	83	2	1
East of Hamlin Street	60	33	16	17	9	11	5	2
East of Broad Street	81	137	74	63	25	17	24	20
At Spear Park on Main St	33	64	36	28	7	3	10	15
Totals	327	452	258	194	160	114	41	38

Notes: Totals for each directional column do not equal the total number of individuals. Some individuals headed in multiple directions and their movements are recorded in more than one column. Conversely, if an individual was observed sitting or standing throughout the observation period, no direction was recorded. Also, no direction was recorded if a person parked a car and immediately entered an adjacent building.

WB = westbound

EB = eastbound

NB = northbound

SB = southbound

Although most individuals were walkers, I also observed 13 bicyclists, five joggers, five individuals in wheelchairs and five pushing strollers. Six pedestrians were also walking dogs. Most individuals were alone and there was little interaction between individuals especially at the High and Hamlin Street vantage points. There was, however, considerable socializing in small groups among those I observed near the elderly housing site at Broad and William Streets and in Spear Park at Main and William Streets.

Many of those I observed near High Street walked out of my view as they turned the corner to head north or south on High Street. Approximately one-quarter of those I observed here used the walkway through the power plant site as a shortcut to or from High Street. Near Hamlin Street, the deli and LoRise student housing were the primary destinations. At Broad and William Streets, the senior center and elderly housing site and the college bookstore were popular destinations. Spear Park itself was the destination for approximately one-third of those I observed at the corner of Main and William Streets. The bus stop at the corner was also a destination for several of those I observed.

Spear Park was the busiest location observed with an average of 1.74 persons observed per minute. The rate was 1.69 near Broad Street; 1.42 near High Street and 0.55 near Hamlin Street.

The following maps (Figures 11, 12, 13 and 14) illustrate patterns of pedestrian activity along William Street on October 8, 2008. The lines are color coded by direction: red indicates westbound; green indicates eastbound; and blue indicates north or southbound travel. Line weight is relative to the number of individuals observed at the location.



Figure 11: Pedestrian Behavior on William Street near High Street

Nearly all activity observed on William Street near High Street involved movement and this generally was in an east or west direction, to and from the university campus.



Figure 12: Pedestrian Behavior on William Street near Hamlin Street

The deli and student housing were frequent points of origination and destination along William Street near Hamlin Street.



Figure 13: Pedestrian Behavior on William Street at Broad Street

The book store and senior center/senior housing were frequent points of origination and destination at the corner of William and Broad Streets. A number of individuals also congregated and conversed at the senior center site.

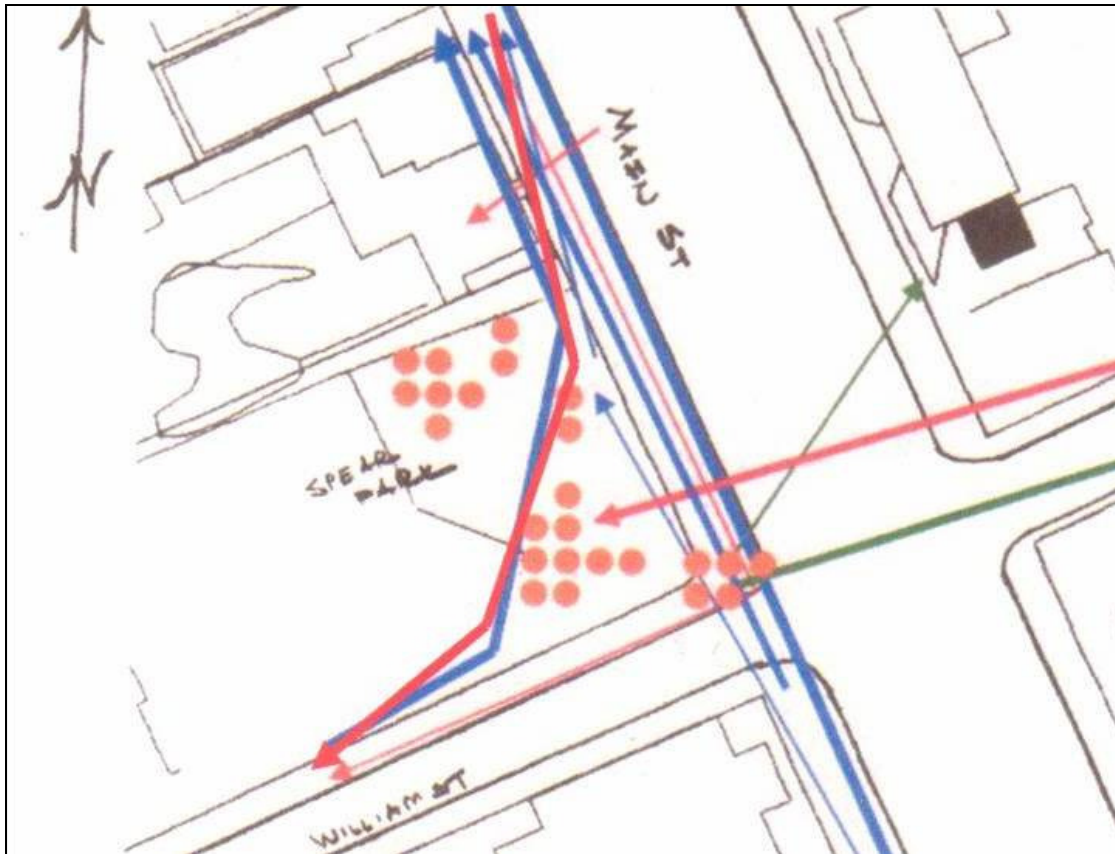


Figure 14: Pedestrian Behavior at Main Street near William Street

The greatest level of interaction between individuals occurred at the park on Main and William Streets.

Figure 15: **BEHAVIOR MAPPING CODING FORM**

MAIN STREET CONNECTIONS BEHAVIOR MAPPING						
Vantage point: _____						
Date: _____				Weather: _____		
Time	Pedestrian ID #	Direction Heading	Sex	Alone	W/others	Notes and observations

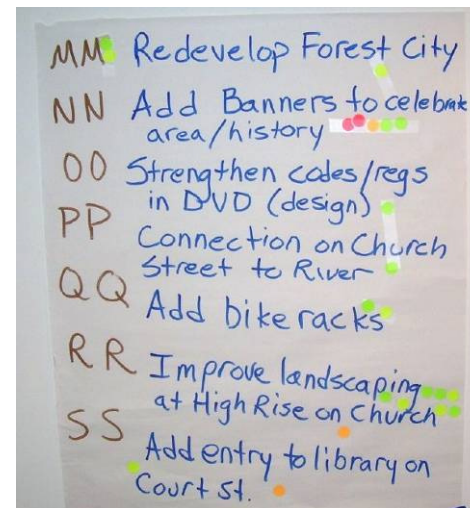
NGT/Brainstorming Workshop

On November 6th, a structured brainstorming session was held at Wesleyan University's Physical Plant Department's conference room. The three hour session was attended by 16 area stakeholders. Nine of the workshop participants had also gone on one or more of the walks down the streets. The others were invited by committee members to bring a broader perspective and representation of ideas to the table. In all, 78 ideas were generated by participants at the workshop.



Ground rules were set to allow everyone an opportunity to be heard

The following pages include documents describing the Nominal Group Technique workshop and analysis of the brainstorming which was conducted at the workshop. Included are a list of participants, agenda, list of ideas generated with a tally of the voting that was conducted and a list of issues, goals and categorized actions and ideas derived from the suggested ideas.



Typical flipchart showing seven of 78 ideas suggested.

Participants are the Workshop:

Participant	Affiliation
Shannon Brown	AWARE
Tom Nigosanti	City of Middletown-Engineering
Bill Warner	City of Middletown-Planning
Michiel Wackers	City of Middletown-Planning
Trevor Davis	Commercial realtor, Downtown Business District
Maura Cochran	Consultant to Middlesex Mutual
Jen Alexander	KidCity, Downtown Business District Association
Bill Vasiliou	Middletown Housing Authority
Jeff Bianco	Resident, Area Business Owner
Beth Emery	Resident, Village District
Melissa Shilke	Village District
Fran Koerting	Wesleyan Director of Residential Life
Chloe Wardropper	Wesleyan student
Annie Shepard	Wesleyan student
Brandi Hood	Wesleyan-Physical Services
Joyce Topshe	Wesleyan-Physical Services

Agenda:

Wesleyan-Main Street Connections Project

November 6th Workshop

1:30 pm to 4:30 pm

Wesleyan Facilities Department Conference Room, 170 Long Lane

Goals of the Session: Identify and rank improvements needed to Church, William, College and Court Streets to make the area safer and more appealing to pedestrians.

Agenda:

Welcome and Introductions	5- 10 min
Overview of Meeting: Purpose, Agenda, Schedule, “Ground Rules”, Process	10 min
Overview of Background Information: Connections committee, Summary of walks, Presentation of photos of the area	10 min
Generation of Ideas: Each participant silently lists ideas to improve the streets	15 min
Sharing of Ideas: Each participant shares one idea at a time while the facilitator records each idea on a flipchart. This continues in round robin fashion until all ideas are presented. There is no discussion about the merits of any idea at this time.	20 – 30 min
Group Discussion: Participants can ask for explanations of ideas but the merits of ideas shouldn't be discussed.	15 min
Voting and Ranking: Each participant votes on ideas.	15 min
Break while votes are tallied.	15 min
Presentation of Results of Voting: The ideas with the highest scores have the most support.	15 min
Follow up Discussion: Discuss/Rank how improvements should be undertaken and identify strategies for the connections committee's future work. What problems will these improvements solve? What is the vision for the area?	15-20 min
Wrap Up	10 min

**LISTING OF SUGGESTED IMPROVEMENTS IN THE ORDER GIVEN AT THE WORKSHOP
WITH A TALLY OF VOTES GIVEN FOR EACH SUGGESTION**

Participants voted for each improvement with colored dots:

Green signified their support for the idea; orange signified they felt the idea needed further study; red signified they did not support the idea. Because a limited number of colored dots were provided, participants could not vote for all ideas and had to choose which ones they felt more strongly about supporting, studying or voting against.

		NO (red)	Maybe (?)	YES (green)
	SUGGESTED IMPROVEMENTS			
A	provide cycling safety measures			3
B	plant street trees every 50 feet with no exceptions		1	5
C	provide plantings at corner of Hamlin and College			1
D	improve traffic flow at peak times	5	1	
E	provide public space at Didato's	3		1
F	provide a consistent treatment in snow shelves		2	1
G	provide more night time retail on William Street to fill in voids and add more eyes on the street	1	2	1
H	remove hedge on High Street			2
I	develop on top of the power plant			5
J	add wildflowers to power plant site and throughout area	2		4
K	plant larger trees on the streets		1	5
L	connect interior (mid-block) parking lots and open areas	1		2

M	provide better street and location signs and maps			2
N	reduce the amount of pavement and increase plantings on William Street			4
O	make William Street one way, narrow pavement, widen sidewalks, add more green space	1		1
P	encourage property owners and tenants to put trash receptacles in rear yards after trash pick up			3
Q	allow higher density and more homeownership in village district			5
R	improve safety of drop offs at old Middletown High School housing			2
S	increase off-street parking	3		
T	increase business retention (less turnover)		1	
U	improve crosswalks at High Street			3
V	make area less auto friendly and more pedestrian friendly			1
W	change street lighting to a pedestrian scale			7
X	develop a dynamic plan to improve area			2
Y	create a greenway from across Wyllis to Pearl	1		1
Z	bury power lines			8
AA	cover the William Street (and other) utility boxes with way finding signs			4
BB	tell the power plant's story with interpretive signs	2	1	1
CC	make goals achievable (take small steps)			1
DD	add a landscape median in Church Street between Broad and Pine streets	3		3
EE	extend seasonal decorations between Main Street and campus			2
FF	keep obstructions out of sidewalks - put hydrants, poles, boxes, etc in a consistent area			2
GG	create a strong neighborhood and streetscape throughout area, not just in a single corridor			1

HH	coordinate design and façade of buildings	1		2
II	encourage single family ownership			2
JJ	install pavers in crosswalks	2		3
KK	add handicap accessible improvements throughout the area			1
LL	add spaces for public art	1		3
MM	redevelop Forest City			2
NN	add banners to celebrate the area and its history	2	1	2
OO	strengthen design codes and regulations in village district			1
PP	create a connection to the river on Church Street			1
QQ	add bike racks			2
RR	improve landscaping at HiRise housing on Church Street		1	7
SS	add Court Street entry to Russell library		1	1
TT	enforce laws to remove snow on sidewalks			2
UU	create a single family neighborhood between College and Court			5
VV	find another use for the Hamlin Court Condo parking lot on William street		2	1
WW	install pervious pavement in parking lots	7	2	
XX	separate parking lots from sidewalks with plantings			3
YY	encourage a mix of uses and Wesleyan university's presence in Village District			4
ZZ	reuse former physical plant building at Hamlin Street to strengthen the connections between Wesleyan and downtown		1	9
AAA	paint power plant stacks	6	2	4
BBB	street car/transit shuttle to campus		2	4
CCC	improve visual quality of William Street for autos			3
DDD	add benches in area			1
EEE	create walkway mid-block between Church and William			4

FFF	add more on-street parking and meters (with passes for residents)	1		6
GGG	add signage to direct traffic to Wesleyan along Church St			4
HHH	clean up graffiti			3
III	enforce anti blight codes			3
JJJ	improve pruning of shrubs and trees along streets			2
KKK	infill open lots and parking lots with buildings			4
LLL	create place holder parks until sites are developed	4		
MMM	investigate traffic calming measures			2
NNN	encourage more use of anchor sites (Spear Park, Didato's, Middlesex Mutual, Forest City, former physical plant, power plant)			3
OOO	close William street to auto traffic between Broad and High	5		
PPP	encourage major employers to provide incentives to promote home ownership in the area	1		3
QQQ	replace fence at day care center			3
RRR	study traverse square parking lot and driveway access (reduce curb cuts, traffic calming)	1		1
SSS	identify bike links between campus and downtown			3
TTT	make bike routes safe			5
UUU	add dog park	3	2	
VVV	create local historic district	1	2	2
WWW	miniature golf at power plant		1	2
XXX	create sculpture park at power plant			1
YYY	build houses on parking lots on College Street			2
ZZZ	add identification and name signs to various uses			
Tally		57	26	199

SUGGESTED IMPROVEMENTS SORTED BY TOTAL POINTS

NOTE: POINTS WERE ASSIGNED BASED ON THE VARIOUS TYPE OF VOTE GIVEN TO AN IDEA:

2 = the participant supported the idea

1 = the participant was unsure and felt the idea merited more study

0 = no vote was given

-2 = the participant did not support the idea

		NO (red)		Maybe (?)		YES (green)		Total Points
	SUGGESTED IMPROVEMENTS	# votes	# points	# votes	# points	# votes	# points	
			(-2)		(1)		(2)	
ZZ	reuse former physical plant building at Hamlin Street to strengthen the connections between Wesleyan and downtown		0	1	1	9	18	19
Z	bury power lines		0		0	8	16	16
RR	improve landscaping at HiRise housing on Church Street		0	1	1	7	14	15
W	change street lighting to a pedestrian scale		0		0	7	14	14
B	plant street trees every 50 feet with no exceptions		0	1	1	5	10	11
K	plant larger trees on the streets		0	1	1	5	10	11
BBB	street car/transit shuttle to campus		0	2	2	4	8	10
FFF	add more on-street parking and meters (with passes for residents)	1	-2		0	6	12	10
I	develop on top of the power plant		0		0	5	10	10
Q	allow higher density and more homeownership in village district		0		0	5	10	10
TTT	make bike routes safe		0		0	5	10	10

UU	create a single family neighborhood between College and Court		0		0	5	10	10
AA	cover the William Street (and other) utility boxes with way finding signs		0		0	4	8	8
EEE	create walkway mid-block between Church and William		0		0	4	8	8
GGG	add signage to direct traffic to Wesleyan along Church St		0		0	4	8	8
KKK	infill open lots and parking lots with buildings		0		0	4	8	8
N	reduce the amount of pavement and increase plantings on William Street		0		0	4	8	8
YY	encourage a mix of uses and Wesleyan university's presence in Village District		0		0	4	8	8
A	provide cycling safety measures		0		0	3	6	6
CCC	improve visual quality of William Street for autos		0		0	3	6	6
HHH	clean up graffiti		0		0	3	6	6
III	enforce anti blight codes		0		0	3	6	6
NNN	encourage more use of anchor sites (Spear Park, Didato's, Middlesex Mutual, Forest City, former physical plant, power plant)		0		0	3	6	6
P	encourage property owners and tenants to put trash receptacles in rear yards after trash pick up		0		0	3	6	6
QQQ	replace fence at day care center		0		0	3	6	6
SSS	identify bike links between campus and downtown		0		0	3	6	6
U	improve crosswalks at High Street		0		0	3	6	6

XX	separate parking lots from sidewalks with plantings		0		0	3	6	6
WWW	miniature golf at power plant		0	1	1	2	4	5
EE	extend seasonal decorations between Main Street and campus		0		0	2	4	4
F	provide a consistent treatment in snow shelves		0	2	2	1	2	4
FF	keep obstructions out of sidewalks - put hydrants, poles, boxes, etc in a consistent area		0		0	2	4	4
H	remove hedge on High Street		0		0	2	4	4
II	encourage single family ownership		0		0	2	4	4
J	add wildflowers to power plant site and throughout area	2	-4		0	4	8	4
JJJ	improve pruning of shrubs and trees along streets		0		0	2	4	4
LL	add spaces for public art	1	-2		0	3	6	4
M	provide better street and location signs and maps		0		0	2	4	4
MM	redevelop Forest City		0		0	2	4	4
MMM	investigate traffic calming measures		0		0	2	4	4
PPP	encourage major employers to provide incentives to promote home ownership in the area	1	-2		0	3	6	4
QQ	add bike racks		0		0	2	4	4
R	improve safety of drop offs at old Middletown High School housing		0		0	2	4	4
TT	enforce laws to remove snow on sidewalks		0		0	2	4	4

VV	find another use for the Hamlin Court Condo parking lot on William street		0	2	2	1	2	4
VVV	create local historic district	1	-2	2	2	2	4	4
X	develop a dynamic plan to improve area		0		0	2	4	4
YYY	build houses on parking lots on college street		0		0	2	4	4
SS	add Court Street entry to Russell library		0	1	1	1	2	3
C	provide plantings at corner of Hamlin and College		0		0	1	2	2
CC	make goals achievable (take small steps)		0		0	1	2	2
DDD	add benches in area		0		0	1	2	2
G	provide more night time retail on William Street to fill in voids and add more eyes on the street	1	-2	2	2	1	2	2
GG	create a strong neighborhood and streetscape throughout area, not just in a single corridor		0		0	1	2	2
HH	coordinate design and façade of buildings	1	-2		0	2	4	2
JJ	install pavers in crosswalks	2	-4		0	3	6	2
KK	add handicap accessible improvements throughout the area		0		0	1	2	2
L	connect interior (mid-block) parking lots and open areas	1	-2		0	2	4	2
OO	strengthen design codes and regulations in village district		0		0	1	2	2
PP	create a connection to the river on Church Street		0		0	1	2	2
V	make area less auto friendly and more pedestrian friendly		0		0	1	2	2
XXX	create sculpture park at power plant		0		0	1	2	2

NN	add banners to celebrate the area and its history	2	-4	1	1	2	4	1
T	increase business retention (less turnover)		0	1	1		0	1
DD	add a landscape median in Church Street between Broad and Pine streets	3	-6		0	3	6	0
O	make William Street one way, narrow pavement, widen sidewalks, add more green space	1	-2		0	1	2	0
RRR	study Traverse Square parking lot and driveway access (reduce curb cuts, traffic calming)	1	-2		0	1	2	0
Y	create a greenway from across Wyllis to Pearl	1	-2		0	1	2	0
ZZZ	add identification and name signs to various uses		0		0		0	0
BB	tell the power plant's story with interpretive signs	2	-4	1	1	1	2	-1
AAA	paint power plant stacks	6	-12	2	2	4	8	-2
E	provide public space at Didato's	3	-6		0	1	2	-4
UUU	add dog park	3	-6	2	2		0	-4
S	increase off-street parking	3	-6		0		0	-6
LLL	create place holder parks until sites are developed	4	-8		0		0	-8
D	improve traffic flow at peak times	5	-10	1	1		0	-9
OOO	close William street to auto traffic between Broad and High	5	-10		0		0	-10
WW	install pervious pavement in parking lots	7	-14	2	2		0	-12
	TOTALS	57	-114	26	26	199	398	310

ISSUES AND GOALS IDENTIFIED FROM IMPROVEMENTS SUGGESTED AT WORKSHOP

This chart categorizes the suggestions made at the November 6th workshop by issue. For each issue, a goal is proposed and the suggested improvements which address that issue and help implement the goal are listed in order of the points assigned to each suggestion based on the voting at the workshop. All suggestions are included in this chart however several have been incorporated into the goal statements.

Issues/Goals	Suggested Improvements (with total points)	Smaller Scale Physical	Larger Scale Physical	Regulatory Changes	Process and strategy	PARTIES WITH POTENTIAL FOR IMPLEMENTING IMPROVEMENTS						
CIRCULATION PEDESTRIAN						Wesleyan	City	Property Owners	Residents	Others		
	People should be able to move easily and safely through the area using various modes of transport											
	Pedestrians should be able to walk safely and easily along the streets and to various destinations in the neighborhood											
	W	change street lighting to a pedestrian scale	14		x			x			x	utilities, developers
	EEEE	create walkway mid-block between Church and William	8		x		x		x			
	N	reduce the amount of pavement and increase plantings on William Street	8		x			x				
	U	improve crosswalks at High Street	6		x			x				
	F	provide a consistent treatment in snow shelves	4		x			x				
R	improve safety of drop offs at old Middletown High School housing	4		x		x		x	x		x	transit authy, van providers

BICYCLING	F F	keep obstructions out of sidewalks - put hydrants, poles, boxes, etc in a consistent area	4		x				x			x	utilities
	J J J	improve pruning of shrubs and trees along streets	4	x					x	x	x		
	T T	enforce laws to remove snow on sidewalks	4			x	x		x				
	S S	add Court Street entry to Russell Library	3	x					x				
	P P	create a connection to the river on Church Street	2		x				x				
	L	connect interior (mid-block) parking lots and open areas	2		x			x		x			
	J J	install pavers in crosswalks	2		x	x			x				
	K K	add handicap accessible improvements throughout the area	2		x				x				
	Y	create a greenway from across Wyllis to Pearl	0		x			x		x			
	O	make William Street one way, narrow pavement, widen sidewalks, add more green space	0		x				x				
	O O O	close William Street to auto traffic between Broad and High	-10		x		x		x				
	Opportunities for bicycling in and beyond the neighborhood should be encouraged and made safer												
	A	provide cycling safety measures	6	x	x	x	x		x				
	S S S	identify bike links between campus and downtown	6		x	x	x	x	x			x	
	Q Q	add bike racks	4	x				x	x	x			

VEHICLES	M M M	investigate traffic calming measures	4					x		x			
	P P	create a connection to the river on Church Street	2					x		x			
	Automobiles should be able to park conveniently and navigate easily through the area while having a less dominant role and sharing the streets with other forms of transportation												
	F F F	add more on-street parking and meters (with passes for residents)	10	x		x		x		x			
	B B B	provide a street car/transit shuttle to campus	10		x			x	x	x		x	transit authy
	N	reduce the amount of pavement and increase plantings on William Street	8		x					x			
	G G G	add signage to direct traffic to Wesleyan along Church St	8	x						x		x	Conn DOT
	R	improve safety of drop offs at old Middletown High School housing	4		x			x		x		x	transit authy, van providers
	M M M	investigate traffic calming measures	4					x		x			
	M	provide better street and location signs and maps	4	x					x	x			
	L	connect interior (mid-block) parking lots and open areas	2		x				x		x		
	J J	install pavers in crosswalks	2		x	x				x			
	O	make William Street one way, narrow pavement, widen sidewalks, add more green space	0		x	x		x		x			

	D	add a landscape median in Church Street between Broad and Pine streets	0		x		x		x			x	MRPA, Conn DOT
	R	study Traverse Square parking lot and driveway access	0		x		x		x		x		Housn g Authy
	Z	add identification and name signs to various uses	0	x				x	x		x		
	S	increase off-street parking	-6		x			x	x		x		
	D	improve traffic flow at peak times	-9		x		x		x			x	MRPA, Conn DOT
IMAGE AND AESTHETICS		The area should have a strong sense of neighborhood and be inviting, interesting and comfortable for residents and visitors											
BUILDING DESIGN		Buildings in the neighborhood should enhance the character of the area.											
	V	create local historic district	4			x	x		x				
	O	strengthen design codes and regulations in village district	2			x			x				
	H	coordinate design and façade of buildings	2			x	x		x				
	Physical elements and landscaping along the streets should reinforce the character of the area, improve its appearance and encourage shared use of the streets												
	Z	bury power lines	16		x	x	x		x			x	utilities, devel- opers
STREETSCAPE DESIGN	B	plant street trees every 50 feet with no exceptions	11	x	x	x		x	x		x	x	Devel- opers
	K	plant larger trees on the streets	11	x	x	x		x	x		x	x	Devel- opers
	Q	replace fence at day care center	6	x							x		

CHARACTER AND CULTURE	D D D	add benches in area	2	x					x	x			
	W W	install pervious pavement in parking lots	-12		x	x		x	x	x			
	The neighborhood's uniqueness, character and history should be emphasized and celebrated. Opportunities to engage residents and visitors in activities which strengthen the vitality of the area should be encouraged.												
	W W W	miniature golf at power plant	5		x			x					
	L L	add spaces for public art	4	x				x	x	x			
	E E	extend seasonal decorations between Main Street and campus	4	x					x			x	DBD*
	X X X	create sculpture park at power plant	2	x				x					
	N N	add banners to celebrate the area and its history	1	x				x	x			x	DBD*
	B B	tell the power plant's story with interpretive signs	-1	x				x					
	A A A	paint power plant stacks	-2	x				x					
MAINTENANCE	U U U	add dog park	-4		x				x				
	Public and private properties in the neighborhood should be well maintained												
	Q Q Q	replace fence at day care center	6	x						x			
	P	encourage property owners and tenants to put trash receptacles in rear yards after trash pick up	6			x	x		x	x	x		

LANDSCAPING	H H H	clean up graffiti	6	x		x			x	x	x		
	III	enforce anti blight codes	6			x			x				
	J J J	improve pruning of shrubs and trees along streets	4	x					x	x	x		
	T T	enforce laws to remove snow on sidewalks	4			x			x				
	Plantings along the streets and on properties should enhance the beauty of the area												
	R R	improve landscaping at HiRise housing on Church Street	15	x	x			x					
	B	plant street trees every 50 feet with no exceptions	11	x	x			x	x	x		x	Devel- opers
	K	plant larger trees on the streets	11	x	x			x	x	x		x	Devel- opers
	N	reduce the amount of pavement and increase plantings on William Street	8		x				x				
	X X	separate parking lots from sidewalks with plantings	6	x	x			x	x	x			
	H	remove hedge on High Street	4	x				x					
	J	add wildflowers to power plant site and throughout area	4	x				x					
	J J J	improve pruning of shrubs and trees along streets	4	x					x	x	x		
	C	provide plantings at corner of Hamlin and College	2	x				x					
	O	make William Street one way, narrow pavement, widen sidewalks, add more green space	0		x				x				

LAND USE	Y	create a greenway from across Wyllis to Pearl	0		x			x		x			
	DD	add a landscape median in Church St betwn Broad & Pine	0		x				x			x	MRPA Conn DOT
	Land uses in the project area should foster stability and encourage a sense of vitality												
	Homeownership and business ownership should be encouraged in the neighborhood												
	Q	allow higher density and more homeownership in village district	10			x			x				
	UU	create a single family neighborhood between College and Court	10			x			x			x	Devel- opers
	YY	encourage a mix of uses and Wesleyan University's continued presence in Village District	8			x	x	x	x				
	II	encourage single family ownership	4			x	x		x				
	PPP	encourage major employers to provide incentives to promote home ownership in the area	4			x	x		x				
	T	increase business retention (less turnover)	1			x	x		x			x	DBD*
UNDERUTILIZED SITES	Vacant or underutilized sites should be developed or repurposed to encourage more activity and vibrancy in the neighborhood												
	ZZ	reuse former physical plant building at Hamlin Street to strengthen the connections between Wesleyan and downtown	19		x	x		x					

	I	develop on top of the power plant	10		x	x		x					
	Y Y	encourage a mix of uses and Wesleyan University's continued presence in Village District	8			x		x	x				
	K K K	infill open lots and parking lots with buildings	8		x	x		x		x			
	N N N	encourage more use of anchor sites (Spear Park, Didato's, Middlesex Mutual, Forest City, former physical plant, power plant)	6		x	x			x				
	W W W	miniature golf at power plant	5		x	x		x					
	M M	redevelop Forest City	4			x	x		x	x			
	Y Y Y	build houses on parking lots on College Street	4		x	x		x		x			
	V V	find another use for the Hamlin Court Condo parking lot on William Street	4		x	x			x	x			
	X X X	create sculpture park at power plant	2		x	x		x					
	G	provide more night time retail on William Street to fill in voids and add more eyes on the street	2			x			x			x	DBD*
	E	provide public space at Didato's	-4	x	x	x			x				
	L L L	create place holder parks until sites are developed	-8		x	x			x	x			

IDENTITY	A sense of identity and uniqueness of place should be fostered in the area.											
WAYFINDING AND SIGNAGE	The neighborhood between Wesleyan and downtown should be easy for people to navigate.											
	G G G	add signage to direct traffic to Wesleyan along Church St	8	x					x			
	A A	cover the William Street (and other) utility boxes with way finding signs	8	x				x	x			x utilities
	M	provide better street and location signs and maps	4	x				x	x			
	E E	extend seasonal decorations between Main Street and campus	4	x			x		x			x DBD*
	N N	add banners to celebrate the area and its history	1	x				x	x			x DBD*
	Z Z Z	add identification and name signs to various uses	0	x				x	x	x		
CONNECTIVITY	B B	tell the power plant's story with interpretive signs	-1	x				x				
	The college campus, downtown, the neighborhood between and the community should be well connected to each other											
	Z Z	reuse former physical plant building at Hamlin Street to strengthen the connections between Wesleyan and downtown	19		x	x		x				
	E E E	create walkway mid-block between Church and William	8	x				x		x		
	S S S	identify bike links between campus and downtown	6				x	x	x			x

ORGANIZATION	S	add Court Street entry to Russell library	3	x					x				
	P	create a connection to the river on Church Street	2		x				x				
	L	connect interior (mid-block) parking lots and open areas	2		x			x		x			
	Y	create a greenway from across Wyllis to Pearl	0		x			x		x			
	A recognized means of carrying forward with the work of the connections committee should be established												
	X	develop a dynamic plan to improve area	4				x	x	x			x	connec tions commit tee
	C	make goals achievable (take small steps)	2				x	x	x			x	connec tions commit tee

* DBD = Middletown Downtown Business District

Annotated Bibliography of Resources

The following listing of websites and online documents is presented as a resource for the committee as they move forward on their project to improve pedestrian connections between Wesleyan University and downtown Middletown.

LOCAL RESOURCES

<http://www.middletownplanning.com/index.htm>

Middletown's Department of Planning, Conservation and Development's website has links to the city's Plan of Conservation and Development, Plan Update, Zoning Regulations, Design Review and Preservation Board, Design Review Guidelines (see below), assessor's database and GIS mapping.

<http://www.middletownplanning.com/documents/guidelines.pdf>

MIDDLETOWN DESIGN: A Framework for Development, Design Guidelines for the Middletown Design Review and Preservation Board, July, 2002, as accessed October 21, 2008. Describes the role and guiding principles of the DRPB and provides illustrations and descriptions of design guidelines including those for ADA compliance, signs and landscaping.

<http://www.wesleyan.edu/masterplan/mpprocess.http>

Wesleyan University's Campus Master Plan prepared by Ayers Saint Gross. Proposals relevant to the connections neighborhood can be found through links to the Precinct 2 and Final Plan PowerPoint presentations.

<http://www.downtownmiddletown.com/>

Middletown's Downtown Business District is a special services district which extends into the project area up to the east side of Broad Street from William Street northward. The DDB's mission is to enhance downtown Middletown through street beautification, public safety, marketing and business recruitment.

<http://www.middlesexcountycf.org/index.htm>

The Middlesex County Community Foundation has a mission to improve the quality of life in Middlesex County and to support local non-profit organizations. Although a recent application for a street tree grant from the foundation was not supported, they should be approached again in their future funding cycles.

WALKABILITY RESOURCES

(See also Traffic Calming, Improvements to Roadways and Pedestrian and Bicycling Facilities below)

<http://www.walkable.org/>

This is the website for Walkable Communities, a nonprofit organization founded by Dan Burden, a leading expert on pedestrian and bicycling facilities. The site provides advice on analyzing areas for walkability, numerous links to other related websites and a bibliography of reports and publications.

<http://www.walkinginfo.org/about/>

This website is a clearinghouse for The Pedestrian and Bicycle Information Center and provides a variety of information including promoting the benefits of walking and biking, funding sources and cost estimates for various improvements.

<http://www.walkscore.com/walkable-neighborhoods.shtml>

This website presents an informative tool, Walk score: Find a Walkable Neighborhood, which rates a street on its attractiveness for pedestrians. “Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.” The site rated Church Street “very walkable”, giving it 89 out of 100 points. (See <http://www.walkscore.com/get-score.php?street=Church+Street+Middletown+CT>.)

<http://neighborhoods.org/whatis/what-is-a-walkable-neighborhood>

Neighborhoods.org’s website defines a walkable neighborhood and has an extensive collection of photographs.

<http://www.pps.org/>

The Project for Public Spaces is a non-profit organization whose mission is to provide information for others on building community. They provide fee based consulting and training to communities and organizations.

TRAFFIC CALMING, IMPROVEMENTS TO ROADWAYS AND PEDESTRIAN AND BICYCLING FACILITIES

http://www.oregon.gov/ODOT/HWY/ACCESSMGT/docs/Main_Street_When_a_Highway_Runs_Through_It_ODOT.pdf

Main Street ... When a Highway Runs Through It, Oregon Departments of Transportation and Land Conservation and Development, November, 1999. This publication provides well illustrated and informative descriptions for roadway, bikeway and pedestrian facilities.

<http://www.ite.org/traffic/>

The Institute of Transportation Engineers has posted pdf copies of many reports and studies of traffic calming measures. Descriptions of several measures are also provided which include photographs, cost estimates, and analyses including emergency response issues.

<http://www.fhwa.dot.gov/environment/tcalm/>

This website of the Federal Highway Administration was last updated in 2002 but provides background and examples of traffic calming measures. Links to numerous programs are provided but many are no longer available under the URL given.

<http://www.fhwa.dot.gov/environment/bikeped/design.htm>

This website appears to be actively maintained and describes the Federal Highway Administration's policy that "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist" and provides a list of additional sources of information and manuals on design of roadway, pedestrian and bicycling facilities, traffic calming and accessible design.

<http://www.trafficcalming.org/>

This website produced by Fehr & Peers Transportation Consultants provides numerous examples of traffic calming measures with photographs, analyses of their effectiveness and an extensive bibliography.

<http://www.ct.gov/dot/cwp/view.asp?a=1390&q=259656>

ConnDot's Bicycle and Pedestrian Transportation Plan includes a description of funding sources and design guidelines for shared roadways, bikeways and sidewalks.

<http://www.livablestreets.com/projects/new-haven-safe-streets-coalition/project-home> and <http://www.newhavensafestreets.org/>

The New Haven Safe Streets Coalition is "a broad coalition of individual organizations, elected officials and residents who are all advocating for streets that are livable, walkable, bikeable, economically viable, environmentally sound, and safe for residents of all ages and abilities." These websites offer numerous links and examples of means of advocating for improvements to local streets.

<http://www.aot.state.vt.us/progdev/Documents/LTF/FinalPedestrianAndBicycleFacility/PedBikeTOC.html>

The Vermont Agency of Transportation's Pedestrian and Bicycle Facility Planning and Design Manual provides very detailed well illustrated guidelines for a variety of pedestrian and bicycling facilities including sidewalks and shared roadways as well as guidance on traffic calming measures, landscaping, street furniture, lighting and other amenities.

STREET TREES

<http://www.hort.uconn.edu/ipm/homegrnd/htms/32cttree.htm>

This link provides a list of recommended street trees for Connecticut.

<http://www.arborday.org/trees/righttreeandplace/size.cfm>

The Arbor Day Foundation's website provides a tree selection guide. (Note, the foundation lists Middletown as a Tree City.)

Photographs Along the Streets

William Street



Underground Power Plant



Low Rise and High Rise Housing



Forest City Dry Cleaners and Private Housing



Forest City Dry Cleaners and Sbano Tower



CRT Day Care Center



College Book Store at Broad Street



Traverse Square Housing



Didato's at Broad Street

Church Street



At Intersection with High Street



Older Wood Frame Houses near High Street



Parking Lot at High Rise Housing



Fence between High Rise and Traverse Square before Removal of Section to Allow Easy Pedestrian Access



Overhead Wires and a Gap in Street Trees



Church Street at Its Terminus at Broad Street



New Single Family Homes at Old Police Station Site



Old Church Street from Broad Street

College Street



At High Street Intersection



Wesleyan's Former Physical Plant Building



Hamlin Court Condominiums



At Pearl Street



Midfield Corp. Lawn and Phone Company



Approaching Main Street



Phone Company's Parking Lot



Approaching Main Street

Court Street



Court Street at High Street



Sidewalks Extend to the Curb near Bus Drop Off at the Old High School Site



Wesleyan Owned Buildings near High Street



Old Middletown High School Housing Site



Wood Frame Houses on Court Street



Court Street at Broad Street



Russell Library along Court Street



At Main Street Looking Toward Broad Street

Cross Streets



Hamlin Court Condominiums Parking Lot
at William and Hamlin Streets



At Broad Looking Toward Midfield Corp's
Middlesex Mutual Office Tower



Former Physical Plant Building on Hamlin



Broad Street at the Phone Company. Note the
Screening of Overhead Wires by Street Trees

Calling Intellectually Active Adults

Over-55 Communities Near College Campuses Are On The Increase

By VALERIE FINHOLM | Special to The Courant

November 30, 2008

An increasing number of baby boomers are heading back to college — this time to live in 55-and-older "active adult" housing developments built on or near college campuses.

About two dozen or so university-based retirement communities' in New England and elsewhere around the country are drawing people interested in taking college classes, attending cultural events and using campus recreation facilities.

Developers and college administrators are banking on the idea that many of today's baby boomers are looking for an alternative to stereotypical active adult communities on golf courses or in suburban areas.

"There are people who have no interest in golfing," said Andrew Carle, an expert in senior housing who teaches at [George Mason University](#) in Fairfax, Va. "What they want is urban, active, intellectually stimulating and multigenerational."

Connecticut doesn't have any developments with formal university affiliations, but The Terrace at Mercyknoll, an age-targeted housing development planned near St. Joseph College in West Hartford, will be close enough for seniors to take part in "educational enrichment opportunities," said William J. Fiocchetta, president and CEO of Mercy Community Health, which is developing the project. Construction is scheduled to start next year.

With 4,000 colleges and universities in the U.S., Carle said, university-affiliated housing "has the potential to be literally the future of senior housing in this country."

"It's absolutely growing," said Elinor Ginzler, senior vice president for livable communities at AARP, which has a list of retirement communities affiliated with college campuses on its website. But she says college campuses are just one of many options open to empty-nesters 55 and older.

"Will everybody want to live in that setting? No," she said. "But the more creative housing providers can be, the more likely it is they're going to succeed."

78 Million Boomers

AARP surveys have found that most baby boomers don't want to move out of their homes or communities when they retire — and most don't, Ginzler said.

"At the 60-plus range, a little less than 10 percent had moved," she said, citing AARP research.

Even so, she added, "there are 78 million of us" baby boomers — which means that about 7.8 million may consider alternative housing as they age.

Ginzler cited several successful developments, including one near Ithaca College and [Cornell University](#) in upstate New York that was developed by the Kendal Corp. The company is also developing a community affiliated with Hampshire College in Amherst, Mass.

Retirement communities are affiliated with such universities as Penn State in State College, Pa.; Stanford in Palo Alto, Calif.; and the [University of Florida](#) in Gainesville.

Some communities offer assisted living and medical care for those

who need it; other developments offer strictly age-targeted housing for independent residents.

In New England, Kendal also has a retirement community in Hanover, N.H., near Dartmouth College. Lathrop Retirement Communities, a Kendal Corp. affiliate, has communities in Easthampton and Northampton, Mass., near the five-college community of Amherst, Smith, Mount Holyoke, Hampshire and the University of Massachusetts. UMass Dartmouth, in Dartmouth, Mass., is among several colleges that are working with Campus Continuum, a Newton, Mass., firm planning a network of independent age-targeted communities.

Gerard Badler, general manager of Campus Continuum, said the company's developments — like most university-affiliated communities — won't require residents to be alumni or even to have graduated from college.

He said the company's market research suggests the projects will attract a diverse group of people drawn to campus life, including alumni, retired faculty and other seniors who just want to live in a university environment.

And, he said, the trend is likely to grow, because "older folks see nice advantages to being in college communities."

Spanish And Bike Trails

Don and Pat Collier, formerly of Newtown, moved in 2006 to Oak Hammock, a 136-acre retirement community closely affiliated with the University of Florida in Gainesville.

Don Collier, a retired electrical engineer in his 70s who is an alumnus of the university, said he's taking Spanish literature there this semester.

"It's fun but very hard," he said.

He and his wife, who retired from a medical equipment company, also enjoy attending concerts and sports events on campus and taking advantage of the many bike trails in the area.

They live in a 2,000-square-foot ranch at Oak Hammock, which has a fitness center, swimming pools and tennis courts.

The community, a half-mile from campus, also provides assisted living, skilled nursing and medical care in partnership with the university's medical school.

Prices at Oak Hammock — which has a two-year waiting list — range from \$140,500 for a 432-square-foot studio to \$570,200 for a 2,350-square-foot, three-bedroom unit with a den, a spokeswoman said. Monthly fees range from \$1,775 to \$5,262, depending on the size of the unit.

Don Collier said he and his wife chose the campus over more traditional 55-plus communities because they wanted the intellectual stimulation and the chance to be around younger people.

As he put it: "I'm not ready to kick up my feet yet."